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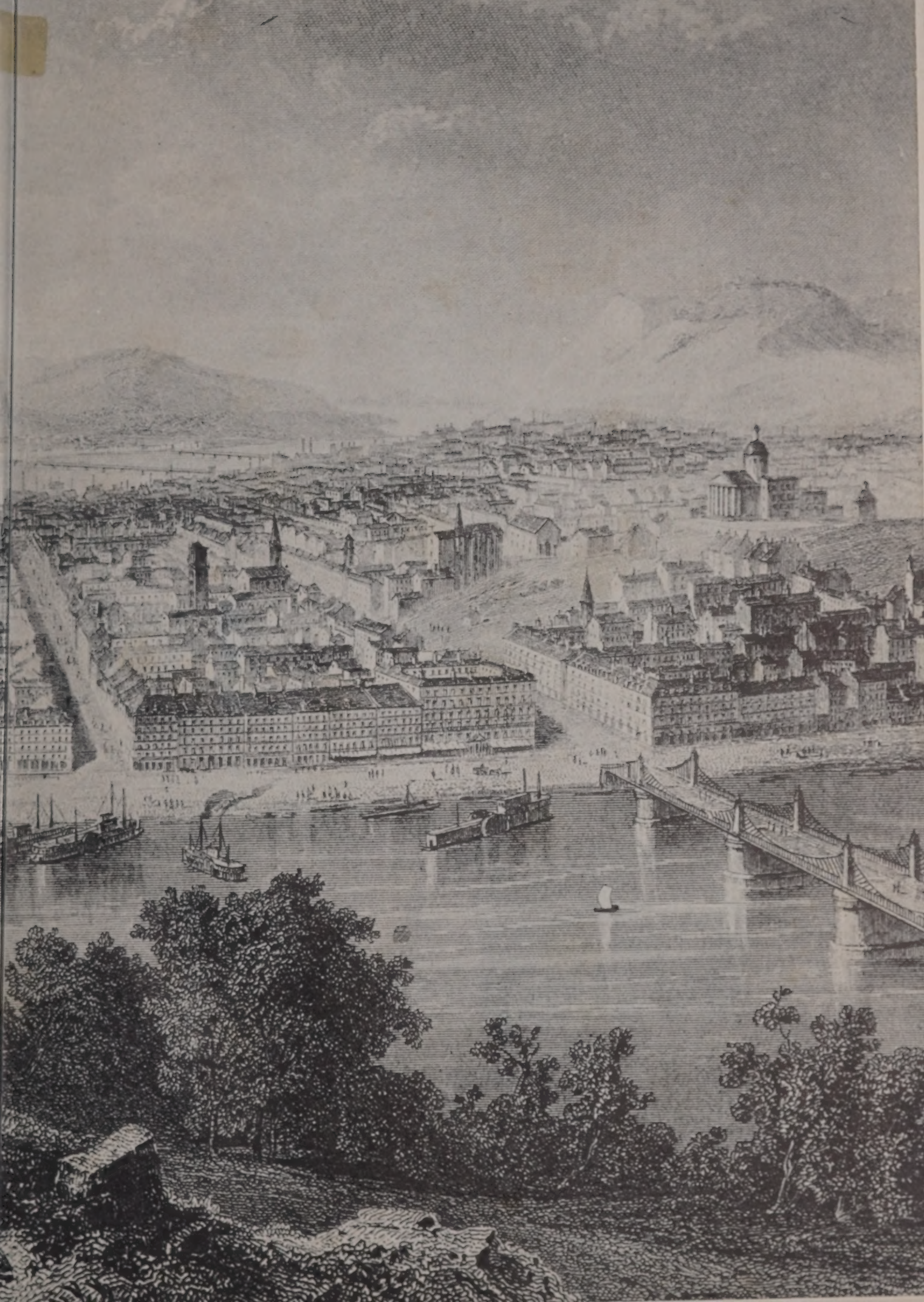
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A Pittsburgh album, 1758-
1958

A PITTSBURGH ALBUM

1758-1958







A Word of Explanation . . .

This book was born of an affection for and pride in a city.

A city of endless contrasts . . . of subtle charm, of earthy homeliness that has its own beauty; of citizen apathy and dissonance, but of even greater vitality, enterprise and unity when needed. A city perhaps not endowed with the refinements and graces of other places that come to mind, but persistently trying to attain these things, however hard their attainment. A city that refuses to be counted out, always managing somehow to summon its people's strength to fight back from adversity and to overcome natural handicaps . . . and to become a better city in so doing.

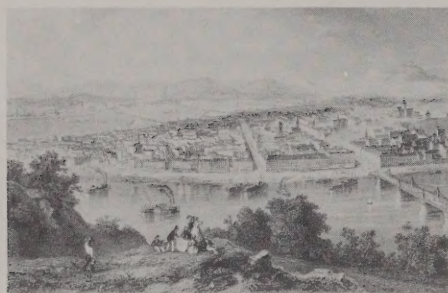
The pages of Pittsburgh's 200 years, speaking eloquently of such characteristics, are filled with fascinating events and personalities. Too many, regrettably, to be framed within these covers.

This book offers a sympathetic glance at the past and some of the people who lived it—through the eyes of some of the artists, illustrators, photographers, writers, and historians, many still living, who helped to preserve it.

The book has been purposely limited in scope that it might be made available, not as a major, studious work of history, but rather as a simple, inexpensive keepsake of this Bicentennial Year, somewhat after the fashion of one circulated 100 years ago for the Centennial (see page 19).

We, the sponsors listed below, are happy to make possible this publication as a public service contribution to the Bicentennial observance. Net proceeds from its sale will go to the Historical Society of Western Pennsylvania, for use in furthering its work, which deserves wider recognition.

Pittsburgh Post-Gazette
Radio Station WWSW
Television Station WIIC
Herbick & Held Printing Company.



(Courtesy of William Block)

Front end cover: A view of Pittsburgh from Coal Hill (Mt. Washington) around 1850. It is from an original steel engraving by a German, Edouard Willmann, who died in 1877. (For a 1958 view, see rear end cover.)



(Courtesy of Mrs. Helene Mitchell, granddaughter of R. L. Sleeth)
A Rainy Day in Pittsburgh. Circa 1907. On the concourse in front of Pennsylvania Station. In the background: the Keenan Building, then new; white smoke, then old. This picture, so expressive of so many Pittsburgh days of the past, is a pleasing example of the glass-plate photography of those days. It was taken by Robert L. Sleeth, lawyer, steel magnate, avid photographer. His pictures won many prizes here and abroad.

A PITTSBURGH ALBUM

1758-1958

Two Hundred Years of Memories in Pictures and Text

Compiled, written and edited by
Roy Stryker and Mel Seidenberg

Art Director: George Plataz



his was the Ohio Country. Up and down the restless rivers, which broke the otherwise solid, wood-covered pattern of rounded hills and ominous valleys, were sparse signs of a new civilization. The first white inhabitants, mostly of English, Scotch-Irish, Scots, Irish and German origin, had come from east of the Alleghenies seeking land.

They cut clearings out of the shadowy forest, built sturdy but drafty cabins out of white oak and raised a crop, their rifle and powder horn never out of sight. They aged rapidly and died young, and often violently.

Among those first settlers was John Fraser, gun-smith. As early as 1745, he had a place on French Creek (Venango). Downriver on the Allegheny was the storehouse of George Croghan and William Trent, traders. On Mount Braddock (Fayette County) a dozen or so families were settling a colony established by Christopher Gist after his first two visits to these parts.

So they had come to invade the happy hunting grounds of the Delaware and Shawnee. These and other Indian tribes were living peacefully here with consent of the powerful Iroquois, conqueror of the Huron many years before and now overlord of all territory south of Lake Ontario.

Their most important villages included Logstown (Ambridge); Atigue (Kittanning); Shannopin's Town (Lawrenceville); and that at the mouth of the Youghiogheny (McKeesport), where, uniquely, a regal matriarch—Queen *Allaquippa*—ruled with "great authority" in 1753 when she was visited by George Washington on his first travels through these valleys.

This was Western Pennsylvania midway in the 18th Century. In the years just ahead, it was to be the focal point of decisive events that would open up the way to the vast unknown stretching farther west. To the Mississippi; then across the Great Plains to later "gateways to the west": St. Louis, Independence, Kansas City, Abilene, Dodge City.

Here in the Ohio Country, Britain and France would clash in the American phase of their Seven Years' War in Europe, and learn in the wilderness a new kind of warfare. Here the Indian would be dealt crushing blows foretelling collapse of his mastery of the new continent. Over these lands a long, bloodless but bitter struggle would be waged by the American colonies of Pennsylvania and Virginia, each intent on western expansion in the name of the King of England.

Symbolic of these empire-building dreams was the Land in the Fork. It lay at the head of the Ohio in a nearly-perfect triangle formed by the joining of three rivers—a prophetic arrowhead pointing the way west.

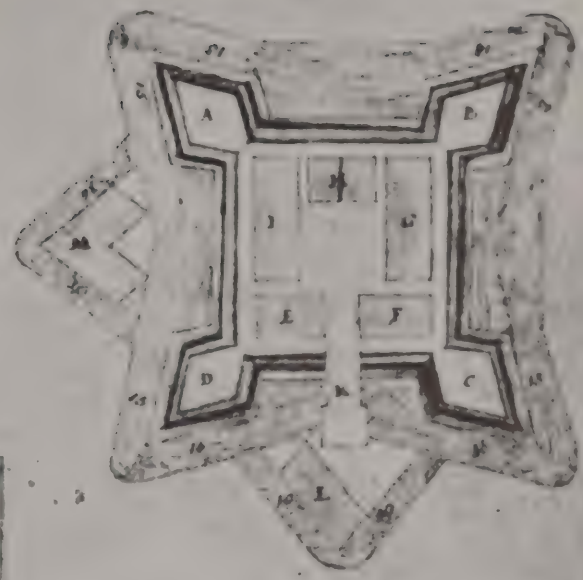
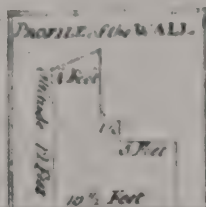
Military bases were built there and fought over. From them came a settlement, a town and then a city, conceived not by design or plan, but by conflict inseparable from man's compulsion to search out and win new worlds. Pittsburgh is the child of that conflict.

REFERENCES

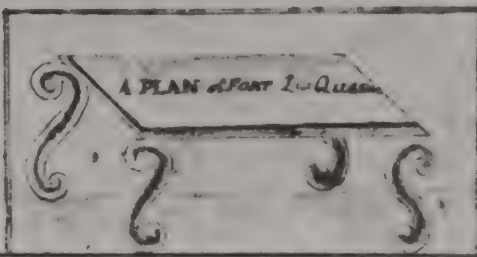
The Commandant
 of the Fort
 was killed
 by the Indians
 in 1754
 and the fort
 was abandoned
 by the French
 in 1755
 and the British
 took possession
 of it in 1758
 and named it
 Fort Duquesne
 in honor of the
 Marquis Duquesne
 who had been
 the French
 Governor of
 Canada in 1755

Park Cadence for the Soldiers

Park Hang for INDIANS



Park Drive for Indians



Scale of Feet

Early in 1754, the Ohio Company of Virginia began erecting Fort Prince George, first at the Point. Two months later, French soldiers and Indians came down La Belle Riviere. (Allegheny) in 60 bateaux and 300 canoes. They seized, rebuilt and named the fort for the Marquis Duquesne, gover-

nor-general of "New France" (Canada). The river to the south they called Mal Enguelee (Monongahela). When this plan was drawn, Fort Duquesne was unfinished but "picketed on the sides along both rivers," says a note on the original in the King's Collection of Maps, British Museum, London.

Carnegie Library

England floundered in her attempt to win the new world until the brilliant, aggressive William Pitt, the Elder, came to power in 1757 as prime minister. His war leadership resulted in British victories both in Europe and in the French and Indian War. From a copy of original painting.



(W. Pa. Historical Society)



(W. Pa. Historical Society)

The Marquis Duquesne stirred British colonists to action with a plan to erect military forts from the St. Lawrence to the Mississippi. But failing supply lines from distant bases forced him to halt with the third, Fort Duquesne. He foresaw defeat. From an engraving in the Public Archives of Canada.



(From Harper's New Monthly, 1895)

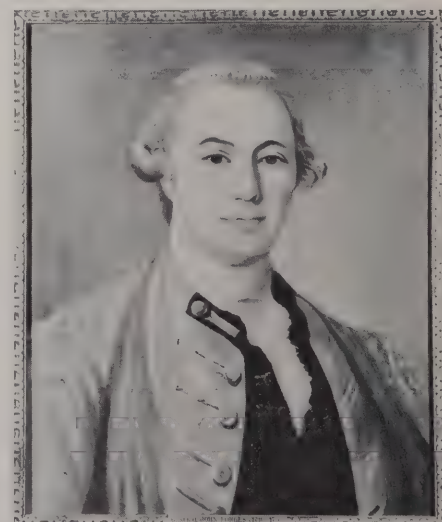
In April, 1754, Lt. Col. Washington, at 22, led two Virginia companies into the Great Meadows (Fort Necessity near Uniontown) to try to dislodge the French and their Indian allies. But rain-filled trenches and a "constant galling fire upon us" forced his retreat, portrayed above. The following year he had two horses shot from under him in the rout of General Edward Braddock's army on the Monongahela plains. Braddock was killed there.

'... these dreary deserts,' predicted General John Forbes in a letter penned at "Pittsburgh" on November 27, 1758, "will soon be the richest and most fertile of any possesst by the British in No. America." The letter informed William Pitt that Fort Duquesne now bore his name.

The French had fled, leaving the burned ruins of their fort to Forbes' three army divisions. On the 26th the conquerors celebrated with a "grand feu de Joye," followed by a solemn service of Thanksgiving. On the 28th, they buried the "bones of our slaughtered," those soldiers, scouts and others who died while held prisoner in the fort.

Among 5,000 British subjects and colonials taking part was George Washington, a veteran of four expeditions into the Ohio Country, the last three as a soldier. His first, in the fall and winter of '53-'54, was as an emissary of Governor Dinwiddie, of Virginia, to warn the French to evacuate.

It was on this mission, with Gist, that he first saw the land at the Fork and found it to be most advantageous as the site of a fort. Of the same opinion earlier were Trent, Croghan and Indian sachems. Originally, the Ohio Company planned its fort on a ridge above the site of McKees Rocks.

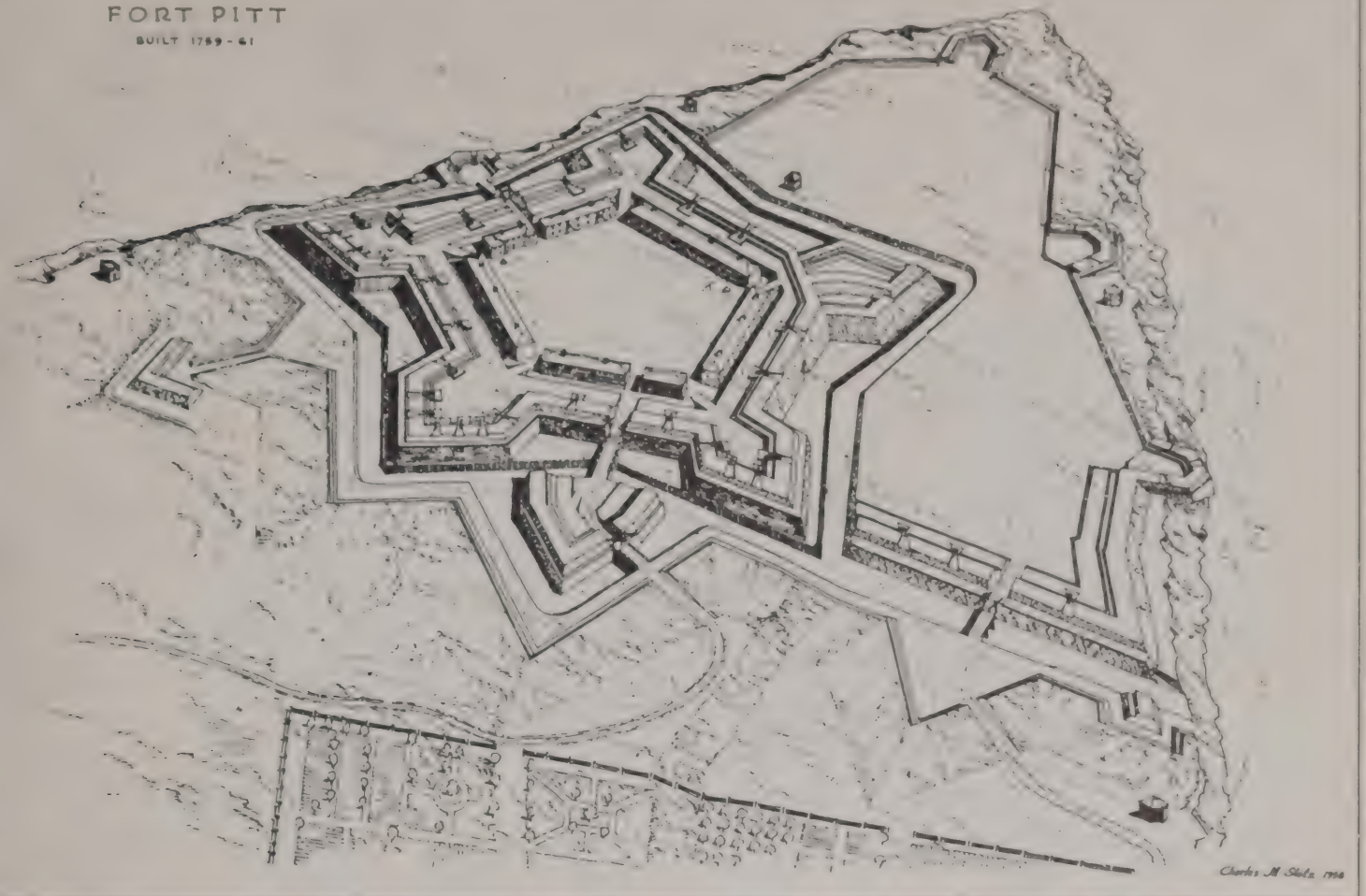


(W. Pa. Historical Society)

After service in the War of Austrian Succession, General Forbes was ordered to America. Illness compelled him to direct the last six weeks of his victorious march to Fort Duquesne from a litter suspended between two horses. He died March 11, 1759. From a copy of a portrait belonging to Forbes' own regiment, the North British Dragoons, now the Royal Scots Greys, Aldershot, England.

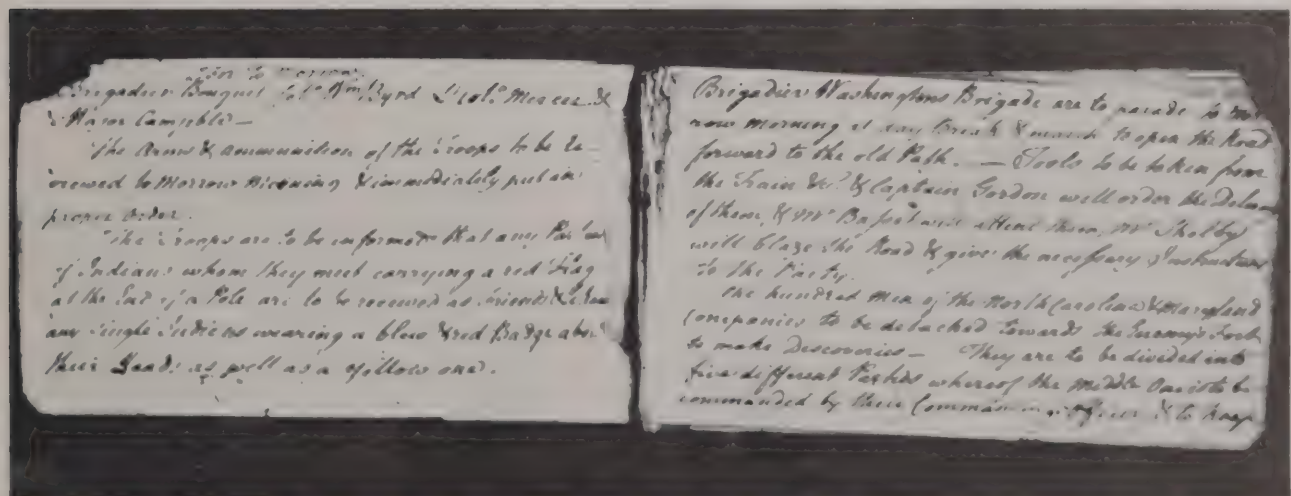
FORT PITT

BUILT 1759-61



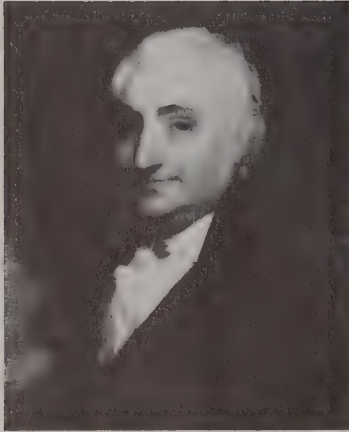
Fort Pitt, finished in the winter of 1761, was last and largest of five built at the Fork. While nine other British forts fell to the Indians in Pontiac's War, Forts Le Boeuf, Presque Isle and Pitt survived. After a six-week siege, Fort Pitt was liberated by Col. Henry Bouquet's decisive victory in the nearby Battle of Bushy Run. In 1770 Washington visited the fort while en route to Ohio to inspect land holdings. In the Revolutionary War, the British

abandoned Fort Pitt to Virginia but held it under tight blockade. In 1781, it was in a state of near-mutiny resulting from renewed quarreling between Virginians and Pennsylvanians. By 1796, only the fort's ruins remained to be seen. This original sketch by Charles M. Stotz, Pittsburgh architect-historian, appears in *Drum in the Forest*, a definitive study of the forts at the Fork, published in late 1958 by the Historical Society of Western Pennsylvania.



Brigadier Washington's Brigade are to parade to Morrow morning at day Break & march to open the Road forward to the old Path. This entry was recorded on or about Nov. 19, 1758, in a log kept by Major Joseph Shippen as Forbes' army, advancing toward Fort Duquesne, was bivouacked at Camp Turtle Creek. Logistics-

mindful Forbes, less impatient than Braddock, chose to come by way of a "Lawrell Ridge" route, which was tediously hacked out of the brush by his men. This pleased Pennsylvanians; but Virginians, Washington included, argued at length for use of the Cumberland Road to the south, annoying Forbes no end



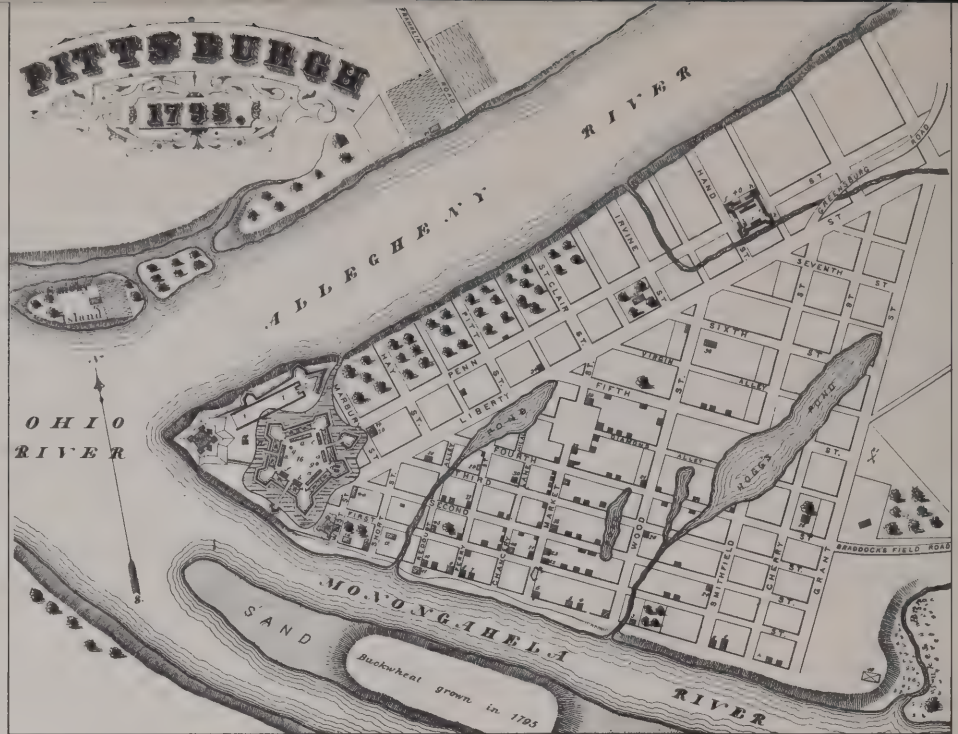
(University of Pittsburgh)

Hugh Henry Brackenridge, teacher, civic leader, lawyer, jurist, ardent democrat, editor, author. His *Modern Chivalry*, a political satire of the times, was a significant contribution to the modern novel. From an oil by Gilbert Stuart, a foremost portrait painter of the Colonial period.

MR. SCULL,
SINCE I sent you my last, I have seen your paper of this morning, and find nothing worth remarking on, save my denying the riddle "of the two dogs," which I never did. The son of a BITCH that lays so is a LYING DOG. If Col. Nevill did not send my note calling for the two dog paper, it is what I did not know before. I presume he did not think it worth his while. But why did they not publish it with their commentaries? I should like to see how they will expound it. As to the Nevill family having bad offices, there are now considerably reduced, and if there is any thing like a balance of power to be kept in society, as amongst states, it is verging to the other side. If John Woods should be carried to Congress, this will in due time appear. "The wise man foreseeth the evil and escheweth it."
As to any thought or language of mine, favouring of deceiving Col. Nevill, or "golling" as they will have it; let who will have said it in idle, and who will believe it is a fool.
H. H. BRACKENRIDGE.
Saturday Morning, Sept. 22.

(Gazette Files)

As this 1798 letter in the *Gazette* vaguely suggests, Brackenridge was a political storm center. Chief among the issues of this day were his middle-of-the-road policy in the Whiskey Rebellion and his espousal of Republicanism over waning Federalism. He helped start Pittsburgh Academy and both *The Gazette* and its first rival, *The Tree of Liberty*.



(Fleming's Views of Pgh., 1932)

After the first sale of real estate by the Penns to Isaac Craig and Stephen Bayard in 1783, Colonel George Woods, of Bedford, undertook to lay out a permanent town. In 1794, the eastern boundary was extended from Grant Street to Suke's Run, then site of a hanging gallows (now PRR Fourth Avenue station). This map shows location of Hogg's Pond and others that dotted the town for some years. Along the Allegheny River, near Fort Pitt, were the "King's Orchards." In 1796, the frontier town had about 230 houses and 800 citizens. By 1800, the population was 1,565.

Law and Order did not at once follow the winning of independence, John Wilkins found in 1783. The new town, he later wrote, was filled with "old officers and soldiers, followers of the army, mixed with a few families of credit." There was wickedness to excess and "no appearance of morality or regular order."

But within six years the town had a market house, post office, the first newspaper west of the Alleghenies, a court, five stores, a Presbyterian church, a Calvinist minister, two "gentlemen of the medical faculty," a burial ground, an academy of arts, science and literature, a "Jocky Club." And it was the seat of newly-created Allegheny County.

On August 26, 1786, John Scull's and Joseph Hall's month-old *Gazette* worried that the lack of masons and carpenters retarded progress. Yet confident it was that "this town must in future time be a place of greater manufactory. Indeed the greatest on the continent, or perhaps the world."

Pittsburgh, a visitor noted, lived "chiefly by traffic and entertaining travelers." But iron-making and other industry were getting a start, much of the impetus coming from an Irishman from Philadelphia named James O'Hara.

This former Indian agent and army officer owned more land than anyone. He was a banker, house-builder, ship-builder, importer of salt; operator of a saw-mill, grist-mill, foundry, brewery and, with Isaac Craig, another early tycoon, the first glass factory.

Whiskey—its consumption and manufacture—was a vital item. "Taverns were more plentiful than churches," says one account, "and the whiskey purer and stronger than the faith." And it caused a revolt after the Government imposed an excise tax.

Revenue collectors were tarred and feathered, property destroyed and in August, 1794, a mob outside the *Sign of General Butler* in Pittsburgh hoisted a streamer declaring: "Liberty and no excise—death to cowards and traitors."

This turbulent state of affairs brought Washington to the Ohio Country for his last visit. He came as far as Bedford, as president and commander-in-chief of the army, to suppress insurgent farmers, reluctantly so, for many were his friends.

Cash was short these days and whiskey a good substitute. So was *ginseng*. This plant, imported from China, was prescribed to stimulate appetite and heart, ease stomach tension, cause sexual excitement and relieve coughs and other ills.



W. Pa. Historical Society

Salt, needed to preserve meat, was a precious commodity. In 1790, one barrel was worth 20 barrels of wheat. It was transported from the east by pack horse; later by boat from Kentucky. Around 1800, a major industry developed here from discovery of salt in the

Conemaugh Valley. This Pittsburgh view, a rare one of an industry long gone, shows a saltworks on Saw Mill Run. From an oil by W. T. Russell Smith, romantic realist who began his career in 1833 by painting a backdrop for an Edwin Forrest play here.

BARNABAS M'SHANE,

Who has for some time past kept the Inn in Black Horse Alley, is now removed to that old and commodious Tavern,

The Harp and Crown,

In Third Street.

HE begs leave to solicit the favors of his friends and the public in general, and assures those gentlemen who formerly frequented that house and the Harp & Crown, that every accommodation, both for themselves and horses, shall be furnished in the best and most careful manner, and on the most reasonable terms.



W. Pa. Historical Society

The tavern was center of community life in 1786 when this ad appeared in the *Gazette*. It served as theater, concert hall, town hall, ballroom, even church chancel. By 1808 Pittsburgh's 4,700 inhabitants had a choice of 33 taverns, most named for birds, animals or heroes of the day. Whiskey was usually 3 cents per drink.

In 1817 nearly every house on the Pittsburgh-Bedford Road was an inn or tavern to accommodate travelers. Near Greensburg Pike in East Liberty (now Penn Avenue) was Beitler's, for many years a favorite for sleighing and horseback outings. From an 1857 painting by Joseph R. Woodwell, son of pioneer woodcarver and hardware merchant (and father of Johanna K. W. Hailman, also an artist).



Boys play in the water near keelboats tied up to the rugged Monongahela Wharf, about 1825. On Front Street (later Water, now Fort Pitt Blvd.) was the first house (far left) of General William Wilkins, whose later estate embraced much of Homewood and

Wilkesburg. Next to it, a woolen mill replaced in 1839 by the original Monongahela House. Beyond the covered, wooden bridge (Smithfield), built in 1819, were Irwin's Tavern, a famous inn, and Benjamin Page's glassworks. From an oil by Leander McCandless.

(Palmer's Pictorial Pgh., 1905)

THE COMMONWEALTH.

"Virtue, Liberty, and Independence."

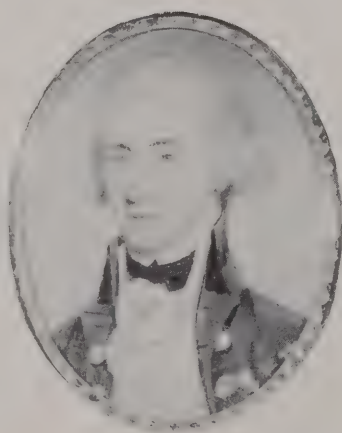
PITTSBURGH, JANUARY 15, 1805.

Appointment by the Governor.

JOHN SMITH, Esq. (a federalist) register and recorder of Chester county, vice James Bowen, Esq. (a republican) removed for opposing his excellency's re-election.

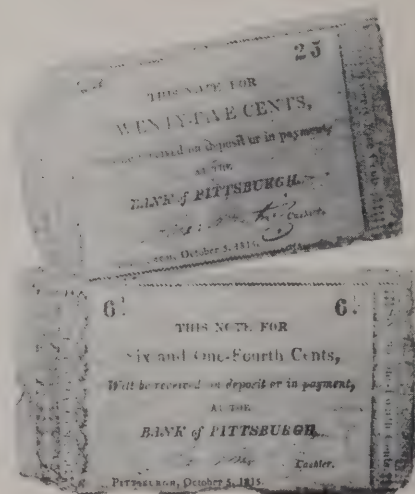
Duel.—The following particulars respecting the late duel are extracted from *The Pittsburgh Gazette* of yesterday.—From motives of delicacy, we decline, at present, making any remarks on the subject—reports, however, injurious to the character of the editor, and entirely destitute of foundation, having gone abroad, and been seized upon with avidity, by his political enemies, to blast his reputation—a vindication of his conduct will shortly be given to the public—until then he requests a suspension of public opinion.

On second fire Prothonotary Tarleton Bates was shot dead by Merchant Thomas Stewart in a duel at the foot of what now is Bates Street. Editor Ephraim Pentland, indirectly the cause of the political incident, discreetly reported it thus in *The Commonwealth*, voice of the Radicals (farmers).



(W. Pa. Historical Society)


On March 18, 1816, Pittsburgh was elevated from borough to city. Appointed by the select and common councils as first mayor was Ebenezer Denny, merchant and one-time partner of O'Hara in house-building. This is from an early miniature.



(Carnegie Library)

The first bank began business in 1805 on Second Street, with John Thaw, from Philadelphia, as chief clerk. In 1818, two Yankee gamblers staged the first bank robbery, stealing \$104,000 from the Farmers and Mechanics Bank. Above are copies of original banknotes of 1815.

PIONEER
FAST LINE,
BY RAIL ROAD CARS AND CANAL PACKETS.
From Philadelphia to Pittsburgh,
THROUGH IN 3½ DAYS:
AND BY STEAM BOATS, CARRYING THE UNITED STATES MAIL.
From PITTSBURGH to LOUISVILLE.



Starts every morning, from the corner of Broad & Race St.

In large and splendid night wheel cars, on the Lancaster and Harrisburg Rail Roads, arriving at the latter place at 4 A.M., passengers will take the Packets, which have all been fitted up in a very superior manner, having been built expressly for the purpose of carrying Passengers, after the most approved models of Boats used on the Erie Canal, and are not surpassed by any other Line.

The Boats are commanded by old and experienced Captains, several of whom have been connected with the Line for many years, and command the Line in the United States.

Passengers for Cincinnati, Louisville, Natchez, Nashville, St. Louis, &c.

Will always be certain of being taken on without delay, as this Line connects with the Boats at Pittsburgh, carrying the Mail.

OFFICE, N. E. CORNER OF FOURTH AND CHESTNUT ST.

For more apply at above; and at No. 300 Market Street, at the White Swan Head, Race Street, at the N. E. corner of Third and Willow Street, No. 31 South Third Street, and at the West Chester House, Broad Street.

A. B. CUMMINGS, Agent.

Philadelphia, April, 1837.

(W. Pa. Historical Society)

By 1837, fast travel such as this was offered on the Main Line of the Pennsylvania Canal, built at an estimated cost of \$40,000,000. Westward-bound passengers rode railroad cars to Harrisburg, then changed to canal packet boats. Charles Dickens came to Pittsburgh in 1842 by this method and later wrote about it in his *American Notes*. This is a copy of an original poster.



(Smithsonian Institution)

From 1800 to 1832, when turnpikes were in their first heyday, Conestoga wagons carried most freight. The wagoners liked to stop at inns featuring a "plain, old-fashioned fiddler." They smoked twisted stems of home-grown tobacco. Hence the term "Stogie." The Conestoga era ended with the opening of the canal followed closely by the railroads.



Canal boats from the east arrived at Allegheny City first. Then they crossed the river by aqueduct to a basin at the present site (as seen in 1850) of Pennsylvania Station. For a time, it continued to the Monongahela River (Liberty Bridge), partly through a short-lived tunnel under Grant's Hill (Tunnel Street).



(Pennsylvania Canal)

Canal passengers, freight and boats were carried over the Alleghenies, from Johnstown to Hollidaysburg, by the Portage Railroad. "... our cars were wound up and let down by huge windlasses" —Jane Grey Swisshelm, 1850. This inclined plane at Mt. Pisgah was one of ten such in all.

A Metropolis of the West was on the rise now as the economy, spurred by the War of 1812, changed from farming to industry. An 1826 visitor complained that the city had the "black and sooty countenance" of an "immense smith-shop."

Foundries, burning native timber, forged and fabricated guns, cannon, nails, scythes, axes and other iron goods. Cotton, glass and boat-building industries were even busier. On the rivers, the steamboat was making itself heard and soon would transform Pittsburgh into a major coal port.

Through the morning of May 28, 1825, most of the city's 10,500 inhabitants stood in line for hours at Darlington's Hotel, Fifth and Wood, to shake hands with the Marquis de Lafayette. There followed that evening a banquet and ball such as had never been seen here.

Across the river, on ground first settled by the Robinsons and Boggess, Allegheny was in its first "golden age." John Irwin's rope-walk there had furnished cordage to Commodore Perry's fleet in '12. In 1826, a German nobleman, on a trip through Allegheny, observed that the hills (Stockton and Ridge Avenues) were dotted with "elegant country homes."

In 1842, two years after Allegheny became a city, its mayor was one William B. Foster, father of Stephen, 16. The city boasted a literary society; and one of its writers was William H. Burleigh, who edited the anti-slavery *Christian Witness* and wrote notable poetry in behalf of Negro freedom.

Much of the bawdiness of early Pittsburgh was disappearing under a wave of piety, which by 1840 accounted for some 60 places of worship. Temperance was fashionable; in 1836 a "Temperance Hotel" was opened and a "Temperance Village" created.

And, in 1842, Charles Dickens, of London, England, came away from Pittsburgh with an impression of "... an ugly confusion of backs of buildings and crazy galleries and stairs ..."



(Library of Congress)



(American Antiquarian Society, Worcester, Mass.)

Still in use at mid-century: Flatboats (upper from *Pioneers in the Settlement of America*, 1876) floated with the current. Keelboats (lower drawing by Charles Lesueur, 1826) were poled by men either way. Mike Fink, a legendary figure after his death around 1822, was a noted keelboatman.



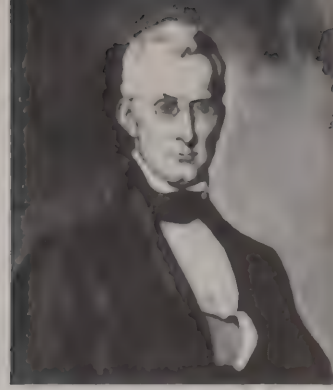
(Palmer's Pictorial Pgh.)

Pittsburgh's Fifth Avenue (south side), between Wood and Smithfield, in 1840, from a drawing by Charles Glenn. Second building from left housed John Carney's saloon, destined to be a coffin factory in the 1854 cholera epidemic, which took 400 lives in two weeks. Second from right, the Pittsburgh Theater, later known as the Old Drury; next to it, the Falstaff House. Gas street lamps had appeared a few years earlier. Under them, Whigs, Anti-Masons and Democrats often gathered to argue politics and engage in name-calling and "fisty cuffs."



(From a colored lithograph, W. Pa. Historical Society)

Aside from floods and disease, a chief concern of the young town was the threat of fire to flimsy, wooden structures, unprotected until the Eagle Volunteer Company was organized in 1794. By 1815, the Vigilant and Neptune companies were furnishing rivalry which often produced riotous results. In 1859, Eagle acquired its proudest possession—a shining steam engine, turned out by the Duquesne Way plant of James Rees, steamboat and engine builder. The man in the left inset was the son of Peter Eichbaum, Westphalian developer of O'Hara's first glass bottle. Oakland was named for Eichbaum ("oak tree" in German).



Union of Eagle Press

Neville B. Craig, son of Isaac; born in the Blockhouse, 1787; influential editor of *The Gazette*, 1829-41; author of Pittsburgh's first published history (1851), which, though a collector's item, is still a basic source of authenticity. A drawing from a photo.



One of the first large hotels was the Exchange, on Penn at Sixth. It had 80 bedrooms and eight parlors. An early owner was James Crossan, who built the Monongahela House. Next door was stage and canal boat office. This drawing appeared on an 1843 menu.



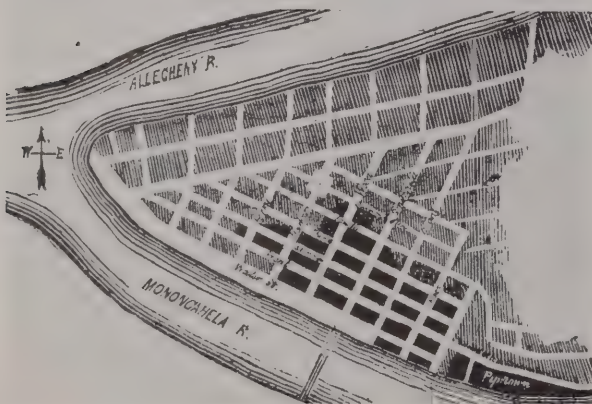


From a washerwoman's open fire, flames spread rapidly to engulf one-third of the city. Nearly 1,000 buildings and houses were destroyed. Among them: Bank of Pittsburgh, Western University, Monongahela House, Globe Cotton Factory, Custom House. Estimates of property

loss ranged from \$3,000,000 to \$9,000,000. Some 12,000 persons were made homeless but only two lives were lost. Aid to victims — money, food and clothing — came in from cities throughout the country. This is a copy of an N. Currier lithograph circulated across the nation.

(Courtesy of Mrs. James A. Bell)

DIAGRAM OF THE CITY OF PITTSBURGH,
SHOWING THE PROPORTION OF THE CITY THAT IS BURNT.



Starting back of William Diehl's icehouse, at Second and Ferry, the fire consumed some 24 blocks of property in the heart of the city. It went eastward beyond Grant, into "Pipetown" (now B&O yards) before burning itself out on the side of Boyd's Hill (Bluff). From *Gazette* April 18, 1845.

'Great Fire!!!! Conflagration!!!!!!'

These excited words appear in large, bold handwriting across the top of two pages of the diary of Robert F. McKnight. The date: Thursday, April 10, 1845.

"A memorable, ill-starred day," he began. "Go office and attended to business. Wrote letters & at 12 (noon) heard alarm bells ring for fire. Followed the crowd down 2nd street to corner of Ferry, where an icehouse & shed were burning . . . a pretty strong wind was blowing from the west and some alarm existed as to the spread of the flames. I mounted an engine and laboured with might and main but unfortunately the supply of water failed"

Later, he continued, he went around to Mr. Denny's house and took a station on the roof to watch for sparks. At two in the afternoon he ran to the warehouse of Wood, Edwards and McKnight to help roll out kegs of nails; "out of 2,500, they saved some 50 besides a heavy stock of iron." Then back to his office to carry out "Books & Stock." As the fire raged on both sides of Wood Street, "drays, carts, furniture, horses & men . . . were running in all directions."

Attorney McKnight became a judge, married a Denny girl and moved to Western Avenue in Allegheny. His estate, known as "Kilbuck," was the scene of many a fashionable gathering.

Out of the Ashes came a much improved city. The cry was for less fragile buildings, better water supply, more efficient fire equipment. And for more sanitation.

The latter came from newspapers deploring a lack of bath provisions in three new hotels. "A suite of Baths should be just as much a part of a Hotel in a city like this as a suite of parlors," commented one. The Monongahela House, rebuilt in 1847, not only had baths but a banquet hall seating 1,500 persons.

A second Hump-cutting assault, of 20 feet, was made on Grant's Hill to give business more space. Telegraph lines opened to the west. Victories in Mexico were celebrated with a public illumination the night of April 24, 1847, and Pittsburgh Whigs backed Zach Taylor for president.

Businessmen, fretting over shipment delays caused by river droughts, agitated for a western railroad to compete with the oncoming B&O. A seven-mile, 14-foot-wide plank road, cut from oak logs, was built from Allegheny to the north in 1849. Land values ascended; the cotton industry declined.

The city was "far behind in all those things which tend to elevate and refine the public taste," wrote one citizen. "Will not some of our wealthy men set themselves to correct these evils?" In April, 1851, curious crowds paid up to \$4 to hear Mlle. Jenny Lind sing and afterwards got unruly trying to get a look at her as she left Masonic Hall, on Fifth, to go to the Monongahela House.

A bounty of \$1 each was paid for hogs that roamed the streets and sometimes attacked children. And in Allegheny, Poet Charles Shiras edited an abolitionist paper and wrote proletarian verse like this:

Dimes and dollars! dollars and dimes! An empty pocket's the worst of crimes!



(Carnegie Institute)

Pittsburgh, as seen from Birmingham (South Side) two days after the 1845 fire. "A doomed city," mourned newspapers elsewhere. But citizens here did not agree. Recovery was the theme of the day; grocers, clothiers and other merchants replenished stocks quickly and resumed business. The sound of the hammer was everywhere, and out of the

debris of wooden buildings rose stronger and handsomer structures of brick and iron. Three years later a visiting newspaperman was amazed by the "energy and enterprise" he saw. This is a copy of a familiar oil painted by William Coventry Wall (1810-1877), first of a well known Pittsburgh family of portrait and landscape artists.

**PITTSBURGH
FLINT GLASS MANUFACTORY,**
Corner of Grant and Water Str.



BAKEWELL & CO.

DISTRIBUTED BY THE EAST COAST

(Flaming's Views)

Benjamin Bakewell came from England in 1808 to start a factory that became known widely for its fine cut flint glass. He was followed into the industry by the Pages, Atterburys, Campbells, Pears.



(Pittsburgh Quote)

A survivor of the fire was the second courthouse, built in 1842 on Grant's Hill. Its architect was John Chislett, who designed what is believed to be the city's first office building — Burke's, later the Denny Building. Erected in 1836, it still stands at 211 Fourth Ave. From *Ballou's Pictorial Drawing Companion*, 1857.



University of Pittsburgh

Pittsburgh Academy, founded in 1787 mainly through Brackenridge's effort, became Western University of Pennsylvania in 1819. Its first building (above), at Cherry and Third, was a fire victim. That was replaced in 1854 by a larger one at Ross and Diamond (now Forbes). In 1882 it moved to Allegheny City.



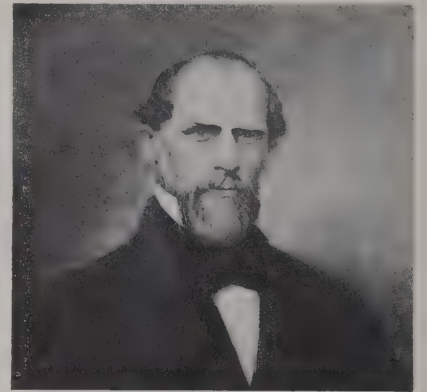
(Stephen Foster Memorial Hall)

An ambrotype (circa 1850) of Stephen C. Foster, born July 4, 1826, in Lawrenceville. At 18, he published his first song, *Open Thy Lattice, Love*. Among other early songs was *Anne, My Own Love*, words by his friend, Charles Shiras. In 1853, they collaborated in and produced a musical fantasy titled *The Invisible Prince or The War With the Amazons*.



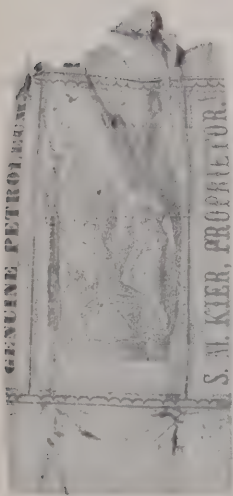
(J&L Steel Corp.)

Two decades before he designed his famed Brooklyn Bridge, John A. Roebling built this Sixth Street Bridge in 1859. Known for years as his most graceful work, it was replaced in 1892 by a Theodore Cooper span. The latter in 1927 was floated downriver on the Ohio, where it still links Coraopolis with Neville Island.



(Roebling Corp.)

Roebling developed the first wire rope in 1841 on his farm in Saxonburg, and adapted it to the canal aqueduct across the Allegheny River. In 1845-47 he designed and erected the world's first cable suspension bridge across the Monongahela River at Smithfield.



(Gulf Oil Corp.)

In 1846 there appeared on the market Samuel M. Kier's "Remedy of Wonderful Efficacy," bottled and packaged as above and selling for 25 cents. With that as a start, eight years later Kier produced the first refined oil in the world from a small plant at Seventh Avenue and Grant, present location of the Gulf Building.



(W. Pa. Historical Society)

In the 1840's, shortly after a French painter named L. J. M. Daguerre had perfected a process for producing pictures on silver or copper plate, Pittsburghers were sitting for daguerreotypes. This subject was Captain Richard B. Gray, grandson of William Anderson, pioneer settler.



(W. Pa. Historical Society)

Modern picture-taking started with the "wet plate" in 1851. One of Pittsburgh's first such photographers was Charles Kneeland, whose home at Second and Grant was lost in the 1845 fire. Here he is in 1859 in his studio (now site of Stock Exchange).



Pennsylvania Railroad

First regular rail passenger service here was initiated Oct. 6, 1851, by the Ohio & Pennsylvania Railroad (now PRR), between Allegheny City and New Brighton. On Dec. 10, 1852, a crowd gathered (above) at East Liberty to welcome the first through-train from the east, which had scaled the mountains via inclined planes. In 1854, after a tunnel had

been built, *The Gazette* proclaimed: "Fifteen hours from Pittsburgh to Philadelphia ought to satisfy the fastest of this fast generation." This was one of the earliest outdoor crowd photos made here. For that day of time exposure, when subjects had to hold rigidly immobile, it is remarkably un-blurred by movement, even among many fidgety children



(Joseph Horne Company)

Joseph Horne, born on a Bedford County farm in 1826, began his merchandising career at 17 as a clerk. He came to Pittsburgh in 1847 and two years later was sole owner of a store at No. 63 Market Street, selling trimmings, notions, millinery, fancy goods. In 1872 the retail store was at Library Hall, near present site. Right: Type of early wrapping paper.

JOS. HORNE & CO.
RETAIL STORES:
197, 199 & 201 Penn Ave.



**LIBRARY BUILDING,
PITTSBURGH**

(Joseph Horne Company)

TO CONTRACTORS.

PROPOSALS will be received until the 25th day of October next, for the following: *Bridging, etc.*, at twelve miles of the Allegheny and Water Plank Road, from SPANG & CO'S IRON WORKS TO BAKER-TOWN. Plans and specifications may be seen at Miller & Co's Hotel, previous to that time. In all cases contracts will be given to the lowest bidder. The Board will meet at the time and place above stated to draw or approve contracts. PROPOSALS will also be received or contracts drawn until the 25th of October, for the same work, at the following place: *at the borough of Butler, Pa.* Plans and specifications, in five days, can be seen at the office of J. G. & Wm. Campbell, where contracts will be given.

(W. Pa. Historical Society)



(J. J. Gillespie)
This oil, *The House of Gillespie*, is signed by David G. Blythe, a likable, unkempt fellow who perhaps was Pittsburgh's most appealing artist. It portrays himself (left) with Isaac Broome, a sculptor, in front of J. J. Gillespie's Wood Street gallery (said today to be the oldest firm of art dealers in the U. S.). Here Blythe, sometimes using the nom de plume "Boots," displayed his satiric paintings of contemporary life, which seldom brought more than \$35. The death of his bride of one year, in 1849, turned him to drifting and drinking; but his last years of painting were his most productive.

Bloomer Dress.—Miss M. M. Young, of Pittsburgh, accompanied by a young gentleman, took passage this morning in the Rail Road Cars, for New Brighton. Miss Young's Bloomer Dress was greatly admired by the passengers and others who had assembled at the Rail Road Station, previous to the starting of the cars. It was really amusing to notice how some "old folks" opened their eyes, when informed that a young lady, in Bloomer Costume was about to take passage on the cars. An old bachelor, whom we observed taking a "bird's eye view," was particularly edified, and, no doubt, thought it was beautiful. We doubt not some mothers wished themselves 'young.' Be this as it may, we do know that the young lady and the Bloomer dress were greatly admired by the audience assembled at the Rail Road Depot.

To combat the pantaloons symbol of male superiority, Elizabeth C. Stanton invented a new garb for ladies and named it for Amelia Bloomer, Syracuse, N. Y., editor and militant crusader for "bloomerism." A short time later the bloomer made its debut here. The above sample of local public reaction is from the *Allegheny Daily Enterprise*, Aug. 19, 1851.

ICE CREAM ROOMS!!
PRICE'S ICE CREAM ROOMS are NOW OPEN, and will continue so throughout the season. Families supplied with Ice Cream by the pint, quart or gallon, or in pyramids of any size. ap28

ICE CREAM SALOON
THE subscriber having lately fitted up an ICE CREAM SALOON in the latest style, would most respectfully solicit the patronage of the Ladies and Gentlemen of this place; as he is prepared to serve up Ice Cream in the LARGEST SAUCERS, and CHEAPER than any other place in the city. Call and judge for yourselves.

J. WILLIAMS,
jc17-its Federal st., nearly opposite the P. O.

GREAT REDUCTION IN PRICES OF
CHOCOLATE CAKES AND LAMPS D. H. H. H. H.

(Daily Enterprise files)
Some tavern-keepers, swayed by the temperance movement in the '40's and '50's, replaced whiskey with ice cream. Many "saloons" (as above) beckoned on summer evenings. In June, 1851, ladies were invited to call at Mr. Price's to see the "Turkish Costume."



(W. Pa. Historical Society)
The first Pittsburgh woman to dent the man's world was Jane Grey Swisshelm, shown with her daughter. She caused a furor in 1848 by publishing *The Saturday Visitor*, mainly to further her crusades for abolition and feminine rights. Her attacks on "Black Gag" preachers and Daniel Webster won attention.

THEATRE.
ALTERATION OF TIME
Doors open at 1 1/4 to 7, Curtain Rise at 7 1/4

BENEFIT!
And possibly the
LAST NIGHT BUT ONE,
OF THE
CELEBRATED COMEDienne!
Mlle
LOLA MONTEZ
THE
Countess of Landfeldt

TWO
GREAT PIECES.

Spider Dance
Great a Sensation
Friday Eve'g, February, 27th, 1857

MARGOT!
OR THE
POULTRY DEALER!
Margot,
the Countess of Landfeldt,
Mlle Lola Montez

THE CABIN BOY
Julian, the Cabin Boy, Mlle Lola Montez
French Sailor's Hornpipe by Mlle Lola MONTEZ

A CONJUGAL LESSON!
Mlle Lola Montez

SPIDER DANCE
BY Mlle LOLA MONTEZ

(W. Pa. Historical Society)

Prosperity and Poverty were both quite evident in the 1850's. The slumping economy, blamed chiefly on unfavorable tariffs and climaxed by the Panic of '57, caused much distress in Pittsburgh. Early in 1855, an average of 350 persons — more than a third of them widows with children — lined up daily at the Seventh Street Soup House for bread and soup. In 1858, iron puddlers, their pay having been reduced, formed their first union.

Yet, Pittsburgh industry grew under the stimulus of ship-building, now at a peak, and fantastic railroad expansion. And "... a thousand roaring furnaces poured forth, from chimneys that stood up like ancient monuments, their dull black streams ..." (Shiras).

The first horse-drawn trolley appeared on the streets. The city's first Jewish synagogue (Rodef Shalom) held services in the Vigilant Fire Engine House, Third Street. Cups and leeches were sold everywhere for medical "bleeding" (blood purifying) purposes. On Liberty Street, Pittsburghers purchased the "700," a special berry raised by the "Strawberry King," the Reverend Jeremiah Knox, on his Mt. Washington farm.

Charlotte Cushman, fresh from triumphs in New York and London, performed in *Romeo and Juliet* at The Theater. At Lafayette Hall, the Cotillion was being taught to such society belles as Sophy Denny, Emily Black, Lou Simpson (in her "very high heels"), Lucy Shaler, Josephine Knox, Kate and Alice Ormsby. Fourth Street women, notably Virginia Crossan, were known for their beauty. Young ladies complained of a shortage of escorts for evenings out, while young men (whose income averaged \$800 to \$1000 a year) complained of the expenses involved — just to rent a carriage, the cost was \$3 to \$5.



(Carnegie Library)

Nine deposits were made on a hot day in July, 1855, when the Pittsburgh Dollar Savings Institution opened its doors. This is from an original rendering of the baroque front of its Fourth Avenue structure, completed in 1871 and still standing.



(Charette Magazine)

Duquesne Depot, erected in 1854 near the site of Fort Duquesne, was a long, wooden building normally used for freight handling. But on Thursday afternoon, Nov. 25, 1858, it was a flag-bedecked scene of ceremonies climaxing the Centennial Celebration. Music filled the hall, leading citizens orated for hours, President Buchanan's long letter of greetings was read in full. This is from *Harper's Weekly* engraving.



(From The Story of Old Allegheny City)

The Pittsburgh, Fort Wayne and Chicago Railroad opened a line west to Chicago in 1856 and built this station on Federal Street in Allegheny. It was here that President-elect Lincoln arrived by special train the night of February 14, 1861, and was greeted by a rain-soaked crowd that had been waiting for hours. A new Fort Wayne Depot was erected in 1907 and occupied the same site for nearly a half century.

(Palmer's Pictorial Pgh.)



David N. White, *Gazette* editor, published the first call for formation of a State Republican Party in 1855. He also was a founder of the national party, which completed organization in Pittsburgh—at its first national convention, February 22-23, 1856. The sessions were held at Lafayette Hall, as seen (above) on Fourth Street near Wood. It was built around 1850, razed in 1895.



(Dohlinger's The Birth of the Republican Party, 1920)

Clouds of War hung heavily over the nation the day Abe Lincoln came to Pittsburgh for his first and only visit.

In the presidential election of 1860, Allegheny County had given him a plurality of 10,000 votes, highest of any county in the Union. "Where is this State of Allegheny?" Lincoln is reported to have asked on reading the returns.

This was followed in December by mass protests and noisy street demonstrations. The citizens were determined that no more cannon and arms be shipped from Allegheny Arsenal to the South; eventually the Government conceded.

Pittsburgh was solidly North, though not primarily because of abolitionist beliefs. There were those who resented extension of slave territory, fearing its potential economic effect on northern industry. And many Democrats were sympathetic to the South's claims — but not at the cost of unity.

Back in the 30's, Neville Craig had foreseen disunion as "the evil which must, we fear, one day fall upon our country." The abolitionist movement here was then at a high pitch and *Gazette* Editor Craig may have set a local precedent when he refused advertisements offering rewards for capture of runaway slaves.

The 1850 Fugitive Slave Law intensified feeling, starting a stream of free Negroes into and through Pittsburgh, many bound for Canada. They arrived via the "Underground Railway," said at one time to have had some 30 "stations" here.

Several of these were in Allegheny, where the chief backer was Charles Avery, minister and former cotton mill owner known for his philanthropic and educational activity in behalf of Negroes. The "Hill District," still largely a place of country homes, began to be populated with fugitives.

So the stage was set for war. And an immense Pittsburgh crowd stood in the rain and looked up at the balcony of the Monongahela House the morning of February 15, 1861, anxious to learn from the president-elect if war was imminent.

But Lincoln, having been presented by Mayor George Drum "as a harbinger of peace to our distracted country," was not yet ready to speak of such matters, wanting time to reflect so that "when I do speak, I may speak rightly."

He then discussed the tariff question in detail after touching only briefly on the issue of the day. "There is no crisis," he insisted, "except an artificial one . . . except such a one as turbulent men can get up whenever they please."

"If we can just keep cool," he implored, ". . . I have no doubt it can be arranged so as to satisfy not only you — but those on the other side of the river."

Two months later to the day, news reached the city that Fort Sumter had fallen.



By 1860, rails were being rolled in large quantities to meet demands of rapidly-expanding railroads, and Pittsburgh's iron industry boomed. Major furnaces and mills included those of Klonan Brothers, Jones, Lauth & Co., and Laughlin & Co.



A \$500 draft was found by a messenger for the O'Reilly Telegraph Co. And, said *The Gazette* on Nov. 2, 1849, "like an honest little fellow," he returned it. A few years later Andrew Carnegie was an official of the Pennsylvania Railroad. Here he is at 16 with his brother Thomas.

CUPPER SLATER CARBONACE.
MR. & MRS. BESE,
CUPPERS AND LEECHERS
No. 177 GUTHRIE STREET,
PITTSBURGH, PA.
Slates, Shingles, and Roofing. Also Hot and Cold Water Heating Apparatus, and all kinds of
SLATE ROOFING, WATER TIGHT.
THOMAS ARNOLD
SLATE ROOFER AND DEALER IN SLATE,
Slates of various Colors, as Greens, Blues and Purples,
VALUES: Copper, Brass, Tinued and Iron.
JOSEPH WHITE'S
Eastern Carriage Repository & Manufactory,
CARRIAGES, BUGGIES, ROCKAWAYS, &c.
JOHN S. SHAFFER,
Eastern Carriage Repository,
CARRIAGES, BUGGIES, ROCKAWAYS, &c.

(Pittsburgh Directory, 1860-61)

HATTERS
H. CHILDS & CO.
WHOLESALE
SHOE WAREHOUSE.
No. 111 West Street.
MCCORD & CO.
HATS, CAPS, FURS AND STRAW GOODS.
W.M. PIERMONT,
PRACTICAL FASHIONABLE
HATTER,
No. 110 West Street.

(Pittsburgh Directory, 1863-64)



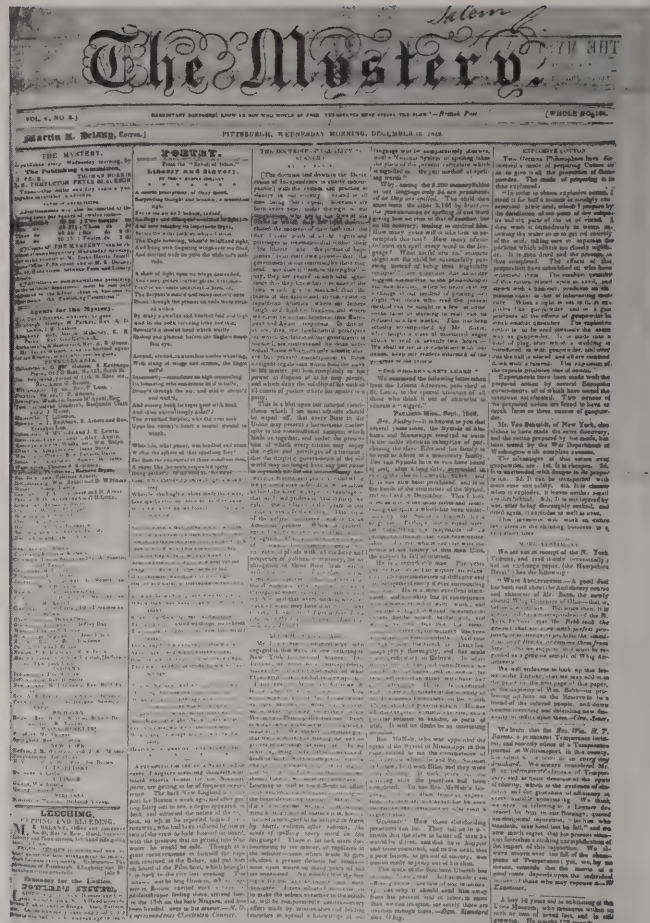
G. H. Thurston, *Book of the Fair*. Acclaimed one of the finest church buildings in the U. S., St. Paul's Cathedral was consecrated June 24, 1855, by Archbishop Hughes. It was on the site (Grant at Fifth) of the first Cathedral, built in 1834, left atop a plateau by two "Hump" cuttings and destroyed by fire in 1851.



(Carnegie Institute)

Lincoln at work on his Emancipation speech. This painting illustrates David Blythe's unusual talent for mixing the grim with the humorous, somewhat in the caricature style of political cartoonists. For a time, Blythe attached himself to the 13th Pennsylvania Regiment and did sketches of army life at the front. He died in 1865 at Passavant Hospital of pneumonia complicated by alcoholism and all Pittsburgh joined in mourning his passing.

One of several anti-slavery weeklies published in Pittsburgh was *The Mystery*, edited by Martin R. Delany, a Harvard Medical School graduate, who also sold fresh leeches for medical use. This issue of December 16, 1846, urged President Polk to accept Negro soldiers for the Mexican War. "Surely, according to the Southern doctrine, they are the only persons adapted to that climate," it remarked. A major with the 104th Regiment at Charleston, Delany was the first Negro field officer to serve in the Civil War.



(Carnegie Library)



(Courtesy of Lewis W. McIntyre)

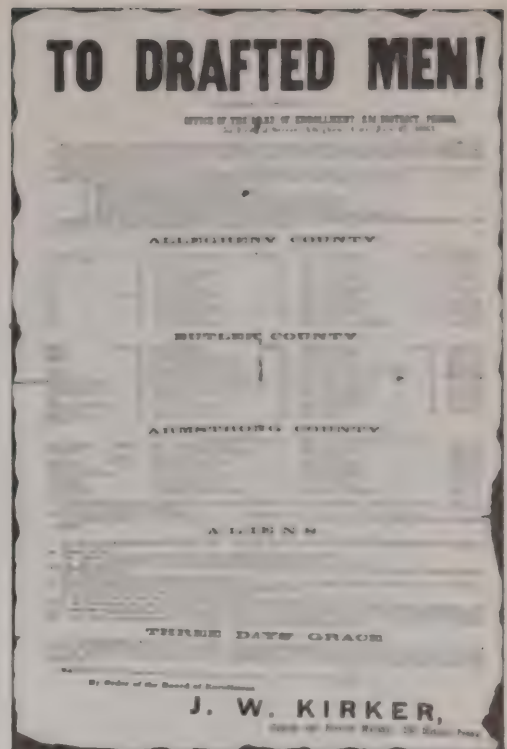
The famous Rodman Gun was one of many produced during the Civil War by the C. Knapp Foundry, later the Fort Pitt Foundry (now MacKintosh-Hemphill). Named for Lieut. Thomas J. Rodman, commander of the Allegheny Arsenal, it was the largest in the world at the time (80 tons). The man at right in this rare photograph was the foundry super-

intendent, Joseph Kaye (grandfather of Mrs. Lewis W. McIntyre). Also turned out by the foundry was the Union Gun, designed to project an iron ball six to seven miles. Other Pittsburgh factories supplied the Union with warships, armor plate, shot, shell, saddles, harness, wagons, gun carriages, caissons, clothing and a variety of other war materials.

'Hurra for the Union!' shouted a Democrat standing on a parquet seat in the Pittsburgh Theater that Friday in April, 1861. Manager Harry Williams had just reported the news from Charleston: Fort Sumter was returning Rebel fire. From then on, political and personal differences were forgotten; Pittsburgh was united for war behind the Union. Citizen committees seized shipments bound for Southern states. At least three men, drunk or foolish enough to let slip remarks interpreted as pro-Confederate, were nearly lynched by furious mobs. And *The Dispatch* pleaded: "Let there be no mobs or riots here, for God's sake!" Within 48 hours, Turner's Rifles were entrained for Harrisburg. By the 24th, 2,000 volunteers were marching off and 2,000 more were ready for duty. By the 21st, 10,000 stand of arms had gone out from Allegheny Arsenal in Lawrenceville.

In the fall of '62, the Arsenal blew up, killing 78 of its workers, many young girls. The following spring Lee's army advanced into Pennsylvania, and on June 15 all business was suspended. In the next two weeks 9,230 men worked with shovel, pick and axe to build earth-work defenses on hills around the city. The ladies made flags, knitted socks and helped care for sick, wounded and hungry boys at Soldier's Rest, 347 Liberty, and City Hall. Many soldiers stopped in at the American Hotel, near the railroad station, where they found a temporary mother in Mrs. Kate Savage, wife of the owner.

By war's end, Allegheny County had sent more than 30,000 of its sons to war. Some 4,000 died, among them such men as General Alexander Hays, wounded at Manassas, hero of Gettysburg, killed in action in the Battle of the Wilderness.



(W. Pa. Historical Society)

The first draft in Pittsburgh history started in July, 1863. This notice ordered men whose numbers were listed to report to the Office of the Board of Enrollment, 55 Federal Street, Allegheny City. They were to show reason for exemption, or "present an able-bodied Substitute," or receive uniform and await orders to active duty; 2,000 men were conscripted.



One of Pittsburgh's outstanding military figures was Major General James S. Negley, shown (the hatless officer) with his men on Lookout Mountain during a lull in the Battle of Chattanooga. A veteran of the Mexican War and later commander of the State Militia, he saw action through the Shenandoah and Tennessee campaigns, and won a promotion for heroic service

at Murfreesboro. After a retreat at Chickamauga, he was relieved of his command by General William S. Rosecrans, who later had his own command lifted. Negley demanded a court of inquiry and was cleared of an unfounded charge of cowardice. He then resigned, returned to Pittsburgh, served in Congress four times, became a railroad president and died in 1901.



(Carnegie Library)

The Pittsburgh Sanitary Commission was organized early in the war to send medical aid to front lines. On one such expedition Felix R. Brunot, physician, engineer, humanitarian, was captured with a field hospital and held a short time in Libby Prison. Under Dr. Brunot's direction, the Sanitary Fair was

staged in June, 1864. In just 18 days it raised \$322,217. The "Bazaar" (above) was one of a half dozen buildings erected on The Commons, near Allegheny's new City Hall. It had some 40 booths and a platform where musicians offered tunes like *When This Civil War Is Over* and Henry Kleber's *Relief Polka*.



(Carnegie Library)

On June 1, the Sanitary Fair opened with a parade from the Monongahela House to the Commons. And the marchers, including Governor Andrew G. Curtin and the West-Chester Cadets from Philadelphia, stepped smartly to music of Smith's Brass Band. Dave Blythe had been commissioned to sketch the proceedings but, according to Chronicler Dorothy Daniel, got sidetracked in a saloon with Boiler Union and firemen friends.



(Courtesy of Christopher M. Steele)

Few of many Civil War tinnypes of Pittsburgh soldiers seem to have survived the years since. This was Frederick M. Magee, brother of Christopher L. Magee, destined to make his mark as an industrialist, publisher, political power.



(Courtesy of Judge Sara M. Soffel)

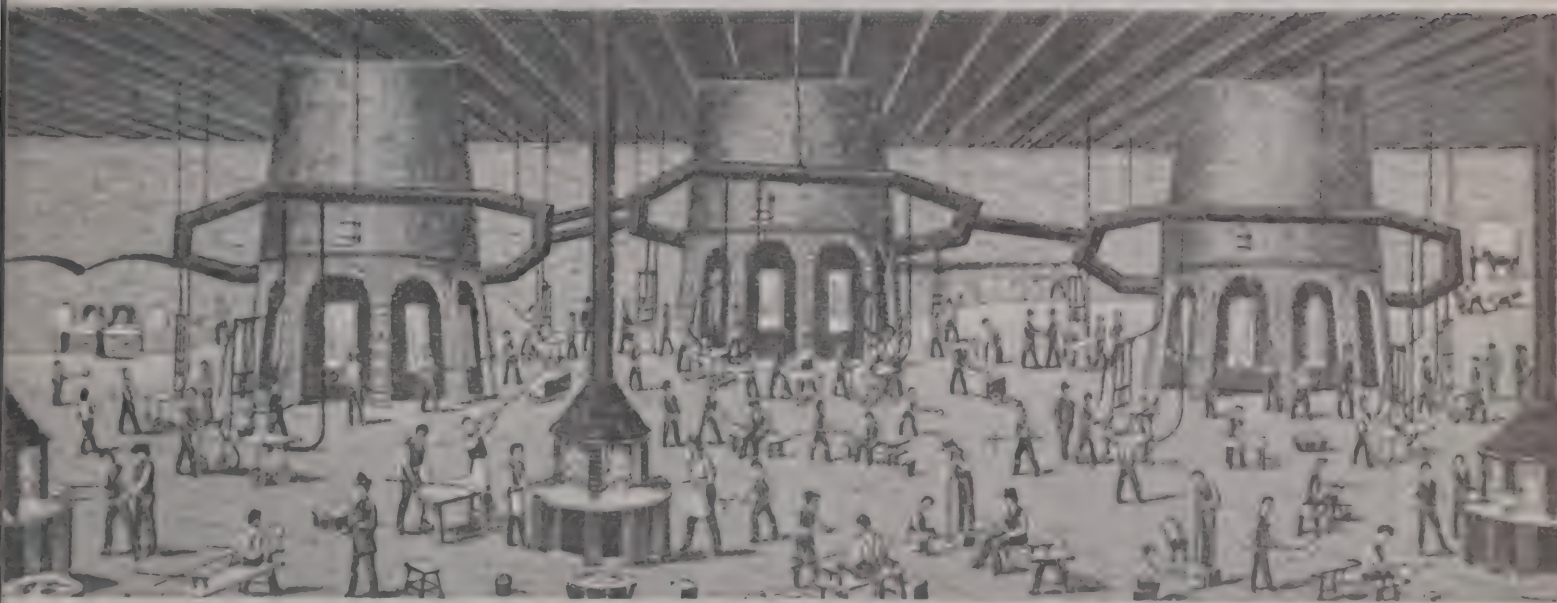
Private Jacob Soffel, newly-arrived from Germany, enlisted in '64, served with the 107th Pennsylvania Volunteers. Later he was one of Mt. Washington's best known citizens, serving it as an alderman for 25 years. He died at 87 in 1931.



Courtesy of John P. Schrader

The Sisters of Mercy, who had been giving health care in rented rooms, opened a hospital in this Stevenson Street building in 1848, the same year chloroform was first used here. In the 1871 *City*

Directory, Mercy Hospital informed the public: "Patients are admitted without distinction of creed or color." Those able "are required to pay a nominal sum. All others are admitted free of charge."



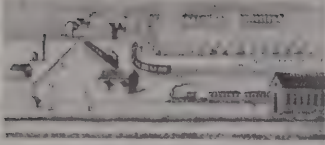
Courtesy of B. V. Imbrie

Following the war, Pittsburgh's important glass industry continued to grow, at one time consisting of some 62 separate factories. A number were in Birmingham (South Side) and nearby boroughs, also an ironworks center. Above, a drawing of the interior of a South Side glassworks, from *Souvenir of Pittsburgh and Allegheny City*, 1887. At left is a page from a salesman's catalogue showing types of fancy glassware made by Bakewell, Pears & Co



(Courtesy of Thomas C. Pears III)

Genuine Connellsville Coke



View of Works



View of Factory Street



5000 OVENS. CAPACITY 8750 TONS DAILY

Process of Manufacturing Coke at the Works of the
H.C. FRICK COKE COMPANY,
CONNELLSVILLE COKE REGION PENNA
POST OFFICE, PITTSBURGH PA.



Workmen



Watering and Drawing Coke.

First to mass produce coke in "bee-hive" ovens, a major factor in the opening of the steel industry, was Henry C. Frick. At 14, in 1863, he was earning \$3.50 a week as an errand boy in Mt. Pleasant. In five years he was buying coal lands, determined to make coke. This

continued through the Panic of '73, when coke dropped to 90 cents a ton, forcing many small companies out. By the late 80's the "Coke King" had 10,000 ovens with 11,000 employees in the Connellsville area. This was in an \$80,000 exhibit at the Chicago World's Fair.

(Library of Congress)



(Pittsburgh Quote)

George Anschutz built the first iron furnace in 1792, Joseph McClurg the first foundry in 1803. In Kentucky, another Pittsburgher, William Kelly, experimented with a new kind of metal in 1847. In England, Henry Bessemer developed steel-making out of his

process. In 1873, on historic Braddock's Field, the "Carnegie Group" began building the first plant to produce Bessemer steel on mass scale. Named for Edgar Thomson, president of the Pennsylvania Railroad, it is shown as it looked in 1875, the year it began operation.

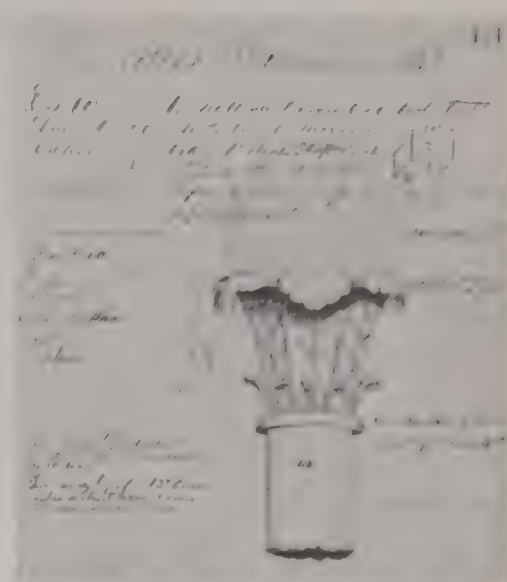
The Age of Steel and other big industry roared into Pittsburgh in the generation following the Civil War. Names like Frick, Oliver, Phipps, Westinghouse, Heinz, Mellon, Hunt and Hall, Jones and Laughlin soon would be written across the Pittsburgh skyline.

But none more conspicuously than that of a little Scotsman, who in the war years frequently was referred to in newspapers, his name commonly misspelled, as "A. Carneigi, Esq."—the "gentlemanly agent" of the Pennsylvania Railroad. His savings went into iron—railroad car axles and beams for railroad bridges across western rivers.

The orders he brought into his Union Iron Mills established him as the "greatest traveling salesman of his time." By 1868, at 33, he had an income of \$50,000 a year, a suite of rooms at the St. Nicholas Hotel in New York and an office there listed as "Andrew Carnegie, Investments."

Meanwhile, with a population of 80,000, Pittsburgh was spreading out too. From just under two square miles the city area was expanded to 27.31 through two annexations, taking in those sections now known as Oakland, East End, South Side, West End, Mt. Washington and adjoining ones.

A new City Hall was erected on Smithfield Street. Some 150 residents of Allegheny, West End, Southside and neighboring communities died in the "Butcher's Run Flood" (1874). Near the mills on the South Side four German-Jewish immigrant brothers named Kaufmann opened a small clothing store.



(From Schoyer's Scaife Company and the Scaife Family, 1952)

The tin plate business started in 1802 by his father, Jeffrey, was built into a vital industry by William B. Scaife. Of inventive mind, he designed many of its tin, copper and iron products, as above. The sketch is of a chimney for the "Paul Jones," the steamboat on which Mark Twain had his first lessons in river piloting.



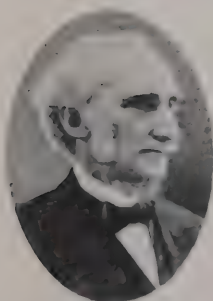
B. F. JONES



SAMUEL KIER



BERNARD LAUTH



JAMES LAUGHLIN



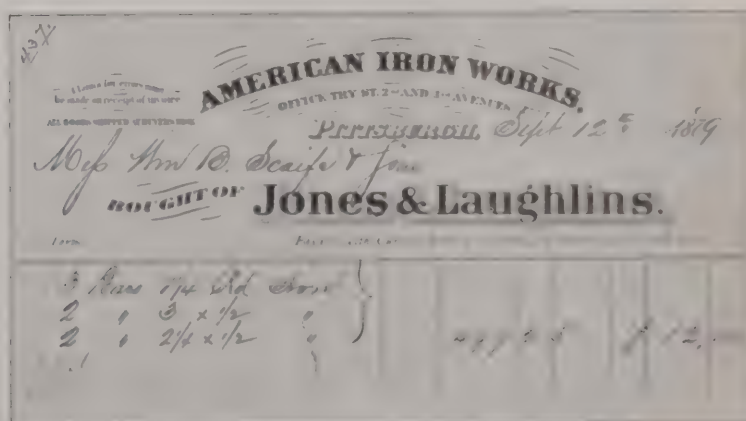
THOMAS M. JONES



WILLIAM L. JONES

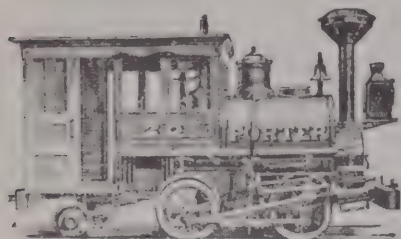
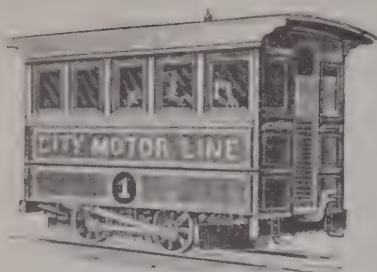
In 1853, Benjamin F. Jones, Bernard (and John) Lauth and Samuel M. Kier joined in iron-making on the south bank of the Monongahela. Kier, under whom Jones had worked on the "Mechanics Line" (canal boat), left the firm a short time later to refine oil. Across the river, James Laughlin, a banker, built blast furnaces in 1859, and later merged with the Jones brothers. When the firm was reorganized as the J&L Steel Corporation in 1923, William Larimer Jones, son of Thomas M. Jones, was elected president.

(J&L Steel Corp.)



(J&L Steel Corp.)

The firm of William B. Scaife & Sons had grown into a leading user of iron. From it, the company made kitchen range boilers, designed and built corrugated iron roof frames, mill buildings and wrought iron bridges. On Sept. 12, 1879, according to this billing, it bought 497 pounds of iron from J&L at 2½ cents per pound. The firm was under Scaife family ownership until 1958



H. K. PORTER & CO.,

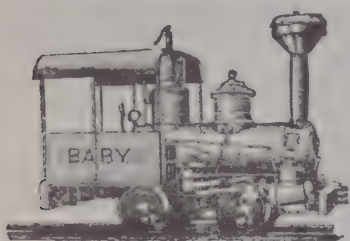
Pittsburgh, Pa.

BUILDERS OF

Light Locomotives,

WIDE OR NARROW GAUGE,

For Passenger or Freight Service, Shifting, Contractors' Work, Furnaces, Mines, Mineral Roads, Steel Mills, Logging, Railroads, Plantations, etc. Also,



Noiseless Motors

For Street Railways, Dummy Lines, and Suburban Roads.

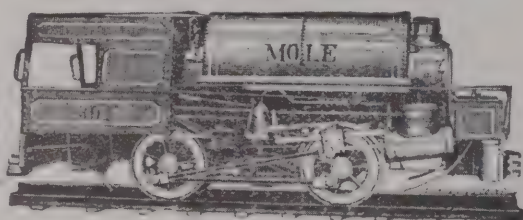
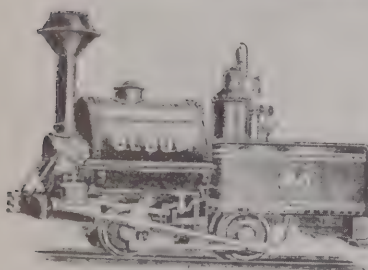
ALL WORK STEEL-FITTED

And made to duplicate system.

Extra Parts and completed Locomotives kept on hand.

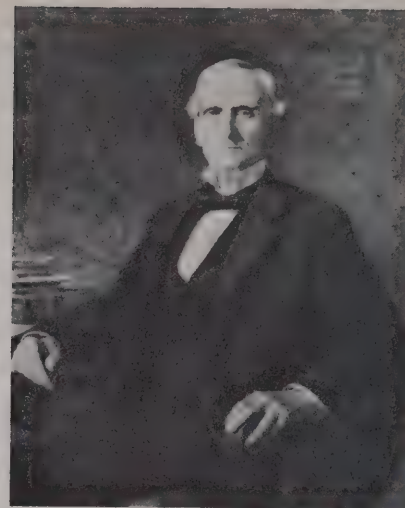
ILLUSTRATED CATALOGUES

Mailed on Application.



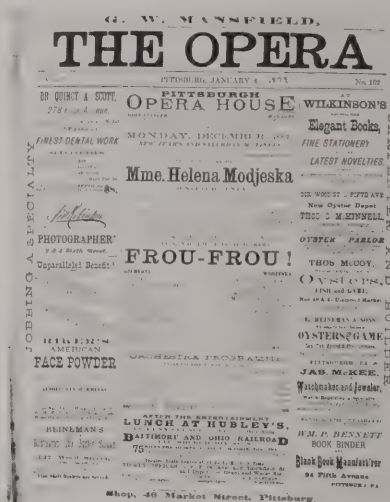
After Civil War service in the Massachusetts Volunteers, Henry K. Porter, in 1866, began producing light switching locomotives in a Lawrenceville plant under the name of Smith and Porter. The firm continued making locomotives, as many as 600 in a year, until 1939, when, under Thomas M. Evans, then 29, it entered into widely diversified fields. This 1888 advertisement is from *Allegheny County, Its Early History and Subsequent Developments*.

This is a sheet music cover for a polka written by Prof. John T. Wamelink and dedicated to the Central Skating Park. That popular ice rink of the period was on the Denny Estate, between 29th and 30th on Penn. In 1868, American Skating Congress met in Pittsburgh to formulate canons of the art of "fancy skating."



(Carnegie Institute)

Thomas Mellon grew up on a farm near Turtle Creek, attended Western University, hung out a law shingle in 1839, married Sarah Jane Negley in 1843 and fathered eight children. After 10 years as judge of Common Pleas Court, he opened "T. Mellon & Sons Bank" on Smithfield Street. This oil portrait was painted by Theobald Chartran probably about 1880.



(Carnegie Library)

In the 70's, one might enjoy *Carnecross & Dixey's Minstrels* at Library Hall, *Madame Rentz's Female Minstrels* at Academy of Music, or *Kit Carson & His Troupe* at the Fifth Avenue. Or Sarah Bernhardt and Mme. Modjeska at The Opera House. Above, an 1879 playbill.

CENTRAL SKATING PARK.
POLKA.



MANAGERS OF CENTRAL SKATING PARK.
J. T. WAMELINK & CO.

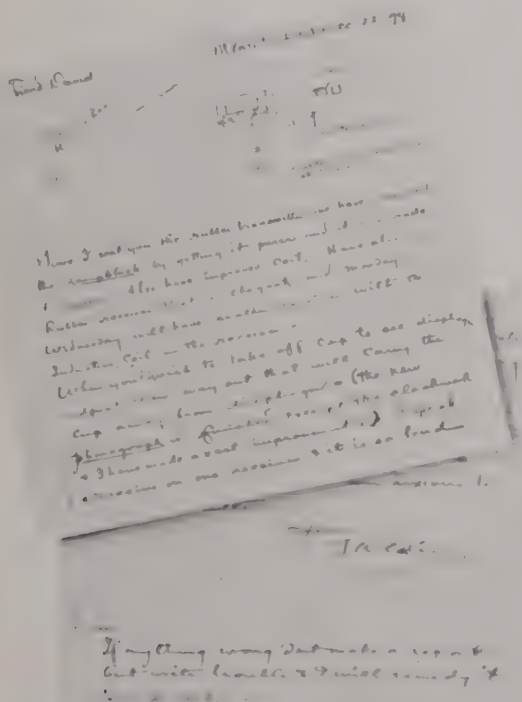
Published by WAMELINK & CO. Pittsburgh, Pa.

(Courtesy of Miss Virginia Lewis)



(From The Oil and Gas Journal, 1922)

Crude oil from the Titusville area, where Col. Edward Drake had brought in the first well in 1859, was transported down the Allegheny River by flat-boat. Oil traders like these (circa 1869) met the boats, transacted business on the Duquesne Way wharf. Out of such operations came the Pittsburgh Petroleum Exchange, with business volume averaging 4,000,000 barrels per day by 1885. And from that developed the Pittsburgh Stock Exchange, which purchased and moved into its present building at 229 Fourth Avenue in 1902.



(Bell Telephone Company of Pennsylvania)

"... x—at this point you might invent a bell to receive on," advises a footnote on above letter, dated Dec. 22, 1877, from Thomas A. Edison to "Friend David." T. B. A. David, a charter paper carrier for the *Dispatch* as a boy, then a telegrapher, strung the first telephone wires in his backyard, at 232 Shady Avenue. Two years later his switchboard began serving 777 telephones in Pittsburgh.



A Pittsburgh Album, 1930

In June, 1871, the Heath Zouaves, of Allegheny City, first National Guard company west of the Alleghenies, claimed to be the best-drilled military unit in the U. S. Smartly-garbed in "Zouave Red," they challenged all comers on a tour of the east and midwest. Members helped each other in times of illness and unemployment; were prohibited from "cursing" and entering drinking and gambling saloons and "houses of ill-fame" except in the line of duty.



The evening rush-hour in 1879, on upper Fifth Avenue. Below in the haze is J&L's Second Avenue mill. On the horse-car's inaugural run August 6, 1859, the *Gazette* was pleased to observe interior straps which a passenger could grasp and "ride as pleasantly as though he were sitting." The first cable

car, in 1889, cut the horse's traveling time, downtown-to-East End, from as many as 100 minutes to a half hour. But the cables could not switch from main to branch lines and soon were supplanted by electric trolleys, which in the same year had begun running between Pittsburgh and Knoxville.

(Courtesy of Mrs. Agnes L. Starrett)



(Courtesy of Donald Stokes)

Carriages of the day included *Phaetons*, *Sulkies*, *Victorias*, *Broughams*, *Rockaways*, made in the I. W. Scott, L. Glesenkamp, and other Pittsburgh factories. They displayed license tags like this.

Life in Pittsburgh swung into a busy period of growth and significant transition in the late 70's with advent of the telephone, natural gas, electric lights and the steam-driven elevator.

Now buildings with iron frames and elaborate iron fronts began to rise as high as seven and nine stories. Around 1871, the city's first passenger elevators, costing up to \$10,000 each, were installed in the Monongahela House and William Semple's 9-story building in Allegheny (according to Otis Company records). By 1882, the Oliver McClintock furniture house, Boggs & Buhl, the Patterson Block and West Penn Hospital also offered vertical transit.

Citizens fought in the streets over the disputed election of President Rutherford B. Hayes. And a coalition of Democrats and Independent Republicans elected Robert Lidell mayor to smash what newspapers called the "City Hall Ring."

Pittsburghers paid 50 cents to view races at Friendship Driving Park and \$1.50 to rent a rig for a day from Burns & Jahn livery at 547 Grant Street; had their choice of any one of dozens of fine oyster "saloons" and "depots"; were alarmed by the spread of smallpox in Allegheny and enticed by the Pittsburgh Mfg. Co.'s new porcelain-lined bathtub — "A Luxury You Can Afford."



(W. Pa. Historical Society)

A sentimental view of the corner of Fifth Avenue and Craig Street, Oakland, in the 70's as escalated gingerbread trimmings came into vogue with the lathe and jig-saw. This Victorian house, displaced 75 years later by the modern University Square apartments, was the

residence of Robert C. Schmertz, window-glass manufacturer (grandfather of a present-day architect and an investment broker, of the same name). Another family member, W. E. Schmertz, was a bank president and the owner of a well-known shoe store and factory.



(Library of Congress, Washington, D.C.)

Pittsburgh from Hogback (Monument) Hill in Allegheny. The view, which appeared in *Picturesque America, Vol. II*, 1874, includes a smoke-billowing steamer at the Duquesne Wharf, Roebling's Sixth Street Bridge and a covered bridge above it. Around this time, as

well as in other periods, it was common practice for businesses and residents to spell Pittsburgh without an "h". By 1880, Allegheny City's population was 78,682 and Pittsburgh's 156,381, the latter having doubled in that decade mainly as the result of annexations.



(Courtesy of Lewis W. McIntyre)

L. C. Castner stands prosperously in front of his drug store at 6109 Penn Avenue. His friend in stove-pipe hat (left) was Dr. A. J. Davis, a well-known East Liberty physician for many years.

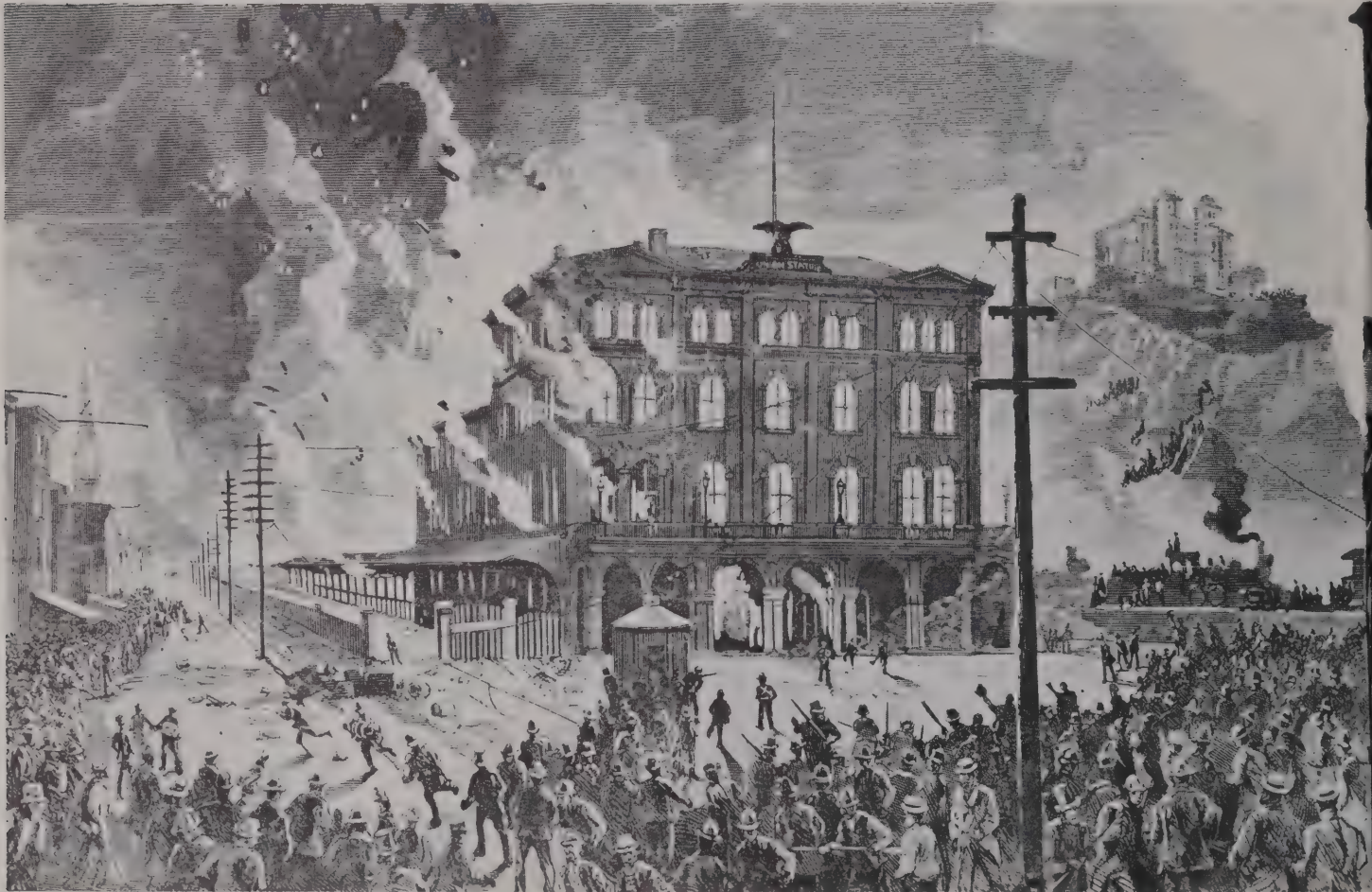
'Give Them Hell!' the mob screamed when Sheriff Fife, backed by Philadelphia troops, tried to arrest a ringleader July 21, 1877. A revolver shot followed a barrage of stones. The soldiers opened fire, leaving many dead and wounded. The trouble had started five days earlier in Baltimore and spread west. On the 19th, Pennsylvania Railroad workers in Pittsburgh struck in protest against wage cuts and layoffs.

News of the 28th Street battle flashed through the city. Soon railroaders were joined by thousands of angry millhands and other workers. By midnight, *Harper's Weekly* estimated, "20,000 people were upon the grounds, 5,000 of them armed."

The rioters burned a roundhouse to dislodge soldiers. They threatened, with cannon, "to blow in pieces any man who attempted to extinguish the flames." Through the night, they sent blazing oil trains crashing into freight cars and day and sleeping coaches.

On Liberty Street, men, women and children struggled to make off with loot thrown from pillaged cars. One woman, infant in arm, used her feet to propel a barrel of flour along the sidewalk. Several barrels broke open and in mountains of flour "women were rolling and fighting . . . to get all they could."

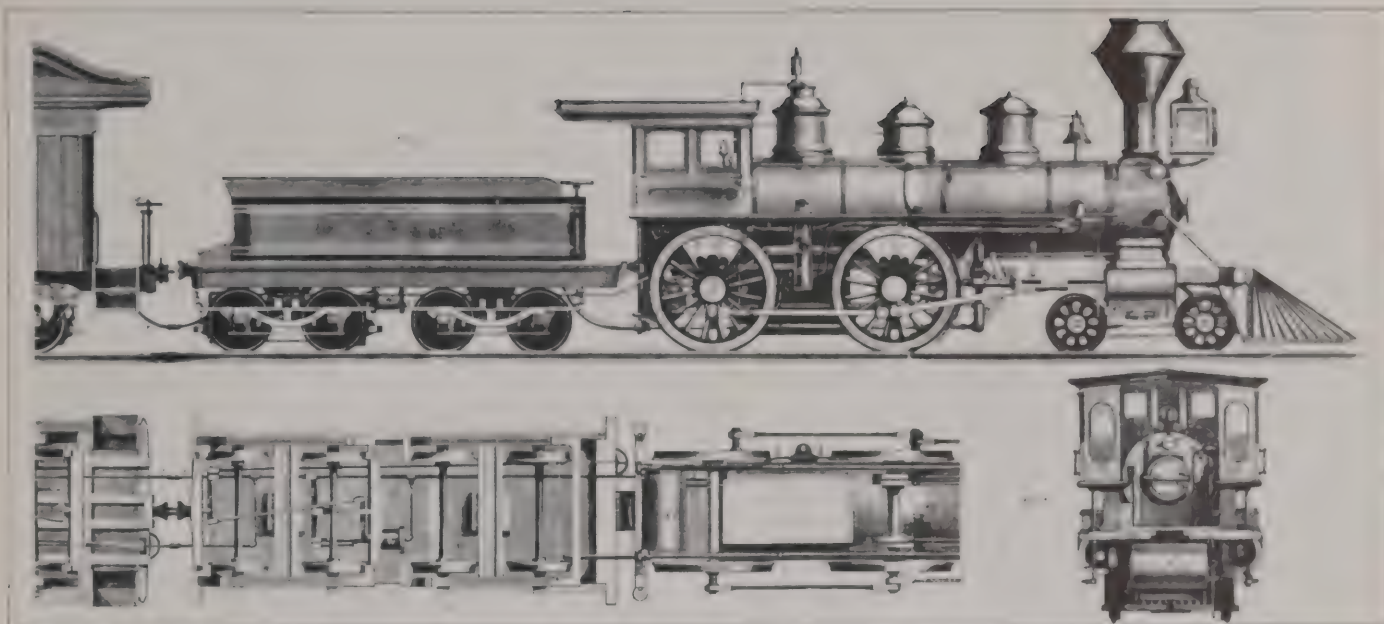
When it was all over, property damage exceeded \$7,000,000; 61 persons were dead, 150 injured.



RIOT LAW TRIUMPHANT—THE REIGN OF ANARCHY IN THE SMOKY CITY, a *Gazette* headline said. At 3 p.m. Sunday, as flames stretched out nearly three miles, impatient rioters fired the Union Depot and Hotel, built in 1854. Thou-

sands gathered on hillsides or arrived on the spot "in wild anxiety" to see the sight, as portrayed by Fred B. Schell, among four *Harper's Weekly* artists covering the riots. J. W. Alexander, on a nearby rooftop, was pelted with eggs as he sketched.

(W. Pa. Historical Society)



(Rare Book Collection, Cincinnati Public Library)

George Westinghouse was 19 when he obtained his first patent, for a rotary steam engine. In 1869, at 22, he introduced the air brake, first effective means for stopping heavy trains, and began manufacturing it in a plant at 29th and Liberty. Thus was started a remark-

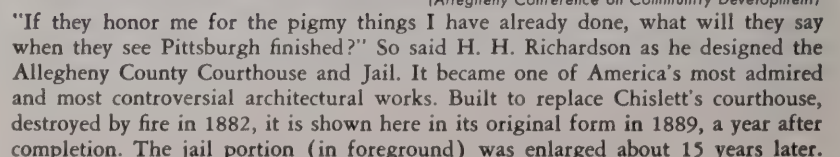
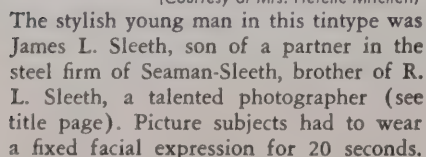
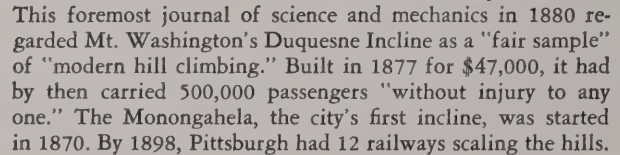
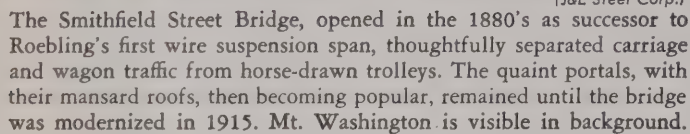
able career that was to result in such advancements as alternating current, natural gas supply, the safety signal, electric locomotive. To promote his inventions, he formed and directed over 60 companies. This early drawing is from *American Mechanical Dictionary*, 1877.



(Roy A. Hunt — Aluminum Company of America)



Charles Martin Hall. Class of '85, Oberlin College. On graduation, in a woodshed behind his Ohio home, he began working on a new process for a "wonderful new metal" he had heard about from his chemistry professor. Alfred E. Hunt and George H. Clapp, owners of Pittsburgh Testing Laboratory, became interested. On July 21, 1888, at Hunt's home on Shady Lane, East Liberty, a company was formed to produce aluminum. Left: A recently-discovered photo of an interior of the first plant on Smallman Street.





"Tennis girls," circa 1886, in front of Berry Hall, Pittsburgh Female College, chartered in 1868 to give young ladies opportunity for higher education denied them by all-male Western University. Its name was changed in 1890 to Pennsylvania College

for Women; in 1955 to Chatham, for William Pitt, first Earl of Chatham. Meanwhile, in 1878, Pittsburgh Catholic College of the Holy Ghost (Duquesne) started holding classes in a Wylie Avenue building, and developing present Bluff campus in 1885.

Chatham College



(Ralph DeRoy, Joseph DeRoy & Son, Inc.)



Kaufmann's

From a one-room location in South Pittsburgh, "Kaufmann Bros." moved their clothing business to Federal Street, Allegheny, in 1874. Four years later they erected this four-story building (as seen about 1887) on Smithfield at Fifth, downtown, and started to build one of the largest department stores in America.

◀ The DeRoy Brothers had been in business some 35 years when this photo was taken in the early 1880's. No. 47 Smithfield Street became 307 Smithfield with a change in the street numbering system in 1884. One of the first jewelers was John M. Roberts, who set up shop in 1832 in a log cabin at Fifth and Market.



(Pittsburgh Plate Glass Co.)

Until John Pitcairn and Captain John B. Ford joined forces to build a factory at Creighton in 1880, plate glass-making had been none too successful. They formed Pittsburgh Plate Glass Company in 1883. Under Pitcairn, from 1896 until his death in 1916, it pioneered in new processes and equipment to help open up mass production of plate glass. This is a group of 1887 employees of West Tarentum Works.



In 1863, Henry W. Oliver, William J. Lewis and John Phillips began to manufacture nuts and bolts. Lewis, inventor of a bolt-heading machine, sold out his interest in 1880 to Oliver Brothers and Phillips. Here is how their South Side operation at 11th and Muriel looked in 1887, a year before it was organized as Oliver Iron and Steel Company. Note white laundry hanging in yard of a neighboring house (right).

(A Pittsburgh Album, 1959)



(Brown Brothers, New York)

◀ Rising some 250 feet (about 25 stories) above the Midway Plaisance of the 1893 Columbian Exposition at Chicago was a "big wheel from Pittsburgh." Designed and erected by George W. G. Ferris, 33-year-old Pittsburgh bridge and tunnel builder, as a publicity rival to Paris' new Eiffel Tower, this engineering marvel proved to be the biggest attraction of the Chicago Fair. In 19 weeks, 1,453,611 customers paid \$726,805 to ride in its circulating glass-enclosed coaches. There were 36 of these, each carrying 38 persons. Rides were 50¢ each.



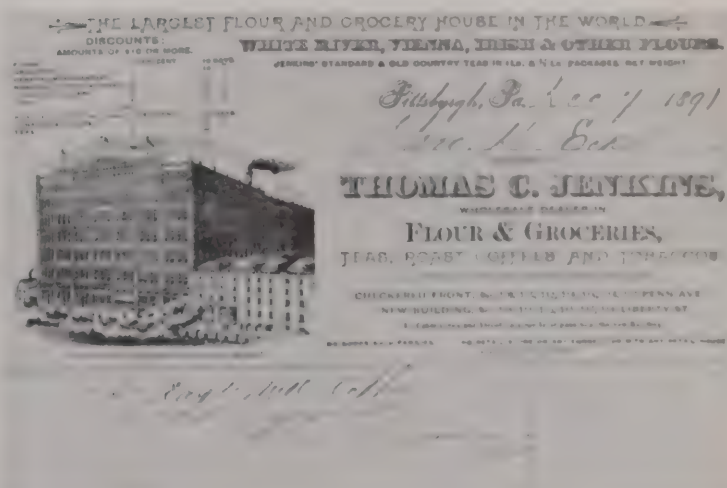
(Photo by Frank E. Bingham for Chronicle-Telegraph)

The fashionable East Liberty Presbyterian Church, Penn and Highland Avenues, East Liberty, in the early 90's. Built after fire destroyed its predecessor in 1888, it was razed in the early 1930's for erection of present church, a \$4,000,000 gift from Mr. and Mrs. Richard B. Mellon.

Going Into the 90's Pittsburgh was, at once, darkly dismal and brightly social. In a Sixth Street tailor shop, Chevalier Jackson had set up his first office, begun to peer down throats and possibly think about the first bronchoscope he was to develop. Among his memories: "All winter long we lived as in a dark, cold, damp cellar. Soot, grime and black dirt covered everything. Every cleanly Pittsburgher learned not to touch his face . . ."

Yet, in many ways, life was improving, especially for those with means and leisure time to enjoy: Harness racing at Homewood; the second Exposition at the Point; drama at the new Bijou and Alvin; cycling in the country or "sitting" for B. L. H. Dabbs in his fine photographic studio at 602 Liberty. Pleasure-seeking oilmen, among them the fabulous spender, Johnny Steele, frequented the Hotel Boyer, at Seventh and Duquesne. Roughened cattlemen and lumbermen stopped at the Stock Yards Hotel, Herra Island. Boss Matt Quay plotted political strategy in "smoke-filled rooms" of the Hotel Duquesne, Smithfield at Virgin Alley (Oliver), where the host, direct from Delmonico's in New York, was Albert Menjou (father of the Hollywood actor, Adolph).

At the Chicago World's Fair, the Ferris Wheel and Westinghouse A-C system of power and light shared the glare of attention with plush Lillian Russell. And sufferers of dyspepsia and "all diseases that sap the Vital Powers" relied on another famous Pittsburgh-made product — *Hostetter's Stomach Bitters*.

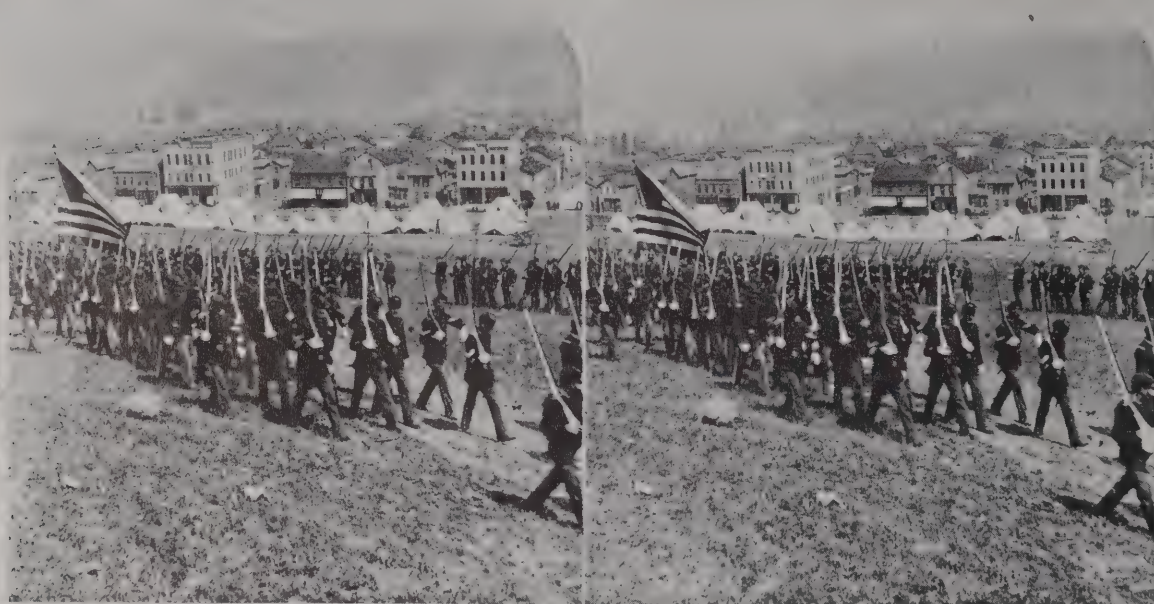


(Courtesy of B. V. Imbrie)

The wholesale firm of Thomas C. Jenkins in 1891 claimed to be the "largest flour and grocery house in the world." Its well-known "checkered front" faced Penn Avenue. And its new building was at 509-19 Liberty Street, as seen on this invoice, which indicates the wholesale price of coffee at about 18¢ per pound. Completed on this site in 1911 was the Jenkins Arcade, a small city in itself, said in 1959 to have daily traffic of about 20,000 persons.

Man Against Machine, a basic struggle starting here in the early 70's with the Bessemer converter, grew in intensity as steel production, under Carnegie's relentless prodding, went higher and higher. Jobs became scarcer; workers insisted their pay (the lowest, \$1.40 for 10 hours) be raised correspondingly; strikes plagued the industry. By 1892, the Amalgamated Association of Iron and Steel Workers, organized in 1876, was at peak strength, with about 80,000 members. Early that year, the union, protesting a cut in wages of 325 skilled workers, struck the Homestead Works. Six months later, Carnegie having gone off to Scotland, Henry Frick fired the entire force of 3,800 men. "We propose to manage our own business as we think proper and right," he stated.

One hot July night, on Frick's orders, two covered barges towed by the steamer *Little Bill* carried 300 Pinkerton men to the river shore of Homestead. The strikers, 1,000 strong, were waiting. After an all-day battle, in which 16 were reported killed, the Pinkertons surrendered. On the 23rd, Frick, twice shot and stabbed by Alexander Berkman, an anarchist, is said to have resolved, as he lay wounded on a couch in his office: "I shall fight it out if it takes all summer and winter and every dollar I have."



Copyright, 1892, by Underwood & Underwood.

The great Carnegie Mills. —Strikers on the look-out. Homestead, Pa., U.S.A.

Following the July 5 battle, strikers held control of Homestead one week. Then 8,000 State militiamen took over. The events were documented by stereopticon slides like these, a favorite pictorial medium of the day. Upper: Guardsmen marching at

their Homestead encampment. Lower: Strikers maintain a look-out on a hill above the mill. Public sentiment turned against the strikers with the attempted assassination of Frick. Their cause collapsed, leaving steel unionism docile for 27 years.



The Duquesne Club's famed "Number Six" luncheon group in 1892, its members comprising the backbone of Pittsburgh industry and business. Seated: S. Schoyer, Jr., Campbell B. Herron, B. F. Jones, Sr., John W. Chalfant, M. K. Moorhead. Standing: John H. Ricketson, A. E. W. Painter, Charles L. Fitzhugh, George

Shiras, Jr. (named the same year to the U. S. Supreme Court), Albert H. Childs, Frank H. Phipps, C. N. Spang, Missing, Henry W. Oliver. After organizing, the Club's first social event was a gala dinner in September, 1873, for President Ulysses S. Grant. Its clubhouse was on Penn., near Ninth, and later Sixth Avenue.

(J&L Steel Corp.)



(W. S. Bell photo for Pittsburgh[h] Bulletin)

The young gentlemen in this photo each represented a different bank during "the busy hour" at the Pittsburgh Clearing House. This was in the mid-90's (before mergers) when the city had some 30 independent banks. Bank clearings, an index of business transacted, rose from \$786,694,231 in 1890 to \$1,615,641,592 in 1900.



(From Pittsburgh Bulletin—Carnegie Library)

Among vacation guests at the newly-opened, ultra-exclusive Poinciana Hotel in Palm Beach, Fla., in March 1890, were Mr. and Mrs. Andrew Carnegie (center) and Mr. and Mrs. Henry Phipps (left). The dapper fellow at right was Henry M. Flagler, Rockefeller partner who built railways and resort hotels leading to development of Florida East Coast.



Western University (Pitt) was better known for its Glee, Banjo and Mandolin Club in 1897 than for its football team. Members included Oscar Affelder (mandolin, 2nd row), Squirrel Hill florist for many years, and Graham Bright (1st row, left), later a well known engi-

neer. The "banjorine" player (1st row, right) was Charles A. Locke, a prominent attorney for over a half century. In 1946, he converted his entire fortune, about \$700,000, into various public trusts for educational, health and research purposes as a memorial to his mother.

(Courtesy of Charles A. Locke)



The season of '95, finest since football had come into popularity here in the 80's, ended with a Thanksgiving Day game at PAC Park, East End, before a record crowd of 9,000. Final score: Pittsburgh Athletic Club 10, Duquesne Country & Athletic Club 6. PAC, victors over W&J and State College, and DC&AC, having held all-powerful

Penn to only 30 points, were the area's outstanding elevens ("semi-pro" forerunner of modern pro teams). PAC's left tackle (left end above) was Charles W. Heppenstall, then 23 and office boy for Sam Trethewey Co., Ltd., from which evolved the Heppenstall Company, directed after his death in 1945 by his son, R. B. Heppenstall.

(From Pittsburgh Bulletin, Nov. 30, 1895)



Liberty Avenue about 1897, looking west from Union Depot, then at street level. Until 1904, when tracks were elevated, trains rumbled down the center of Liberty to freight yards at the Point. In haze to left can be seen steeple of St. Paul's Cathedral. At 11th Street (site of new

Greyhound Terminal), near Liberty footbridge, was the McCoy Hotel, formerly the Rush House, where thousands of passing Civil War soldiers were lodged. This too had been the site many years of Joe Zimmerman's cigar store, noted for its upside down sign reading: OOBACCO

Courtesy of William Rimmel



(Dr. William M. Stieren Sr. - Carnegie Library)

Cycling parties pedaling out Fifth Avenue always stopped at Howe Spring, at Highland, for a cool drink of pure spring water. The fountain there was erected in memory of Mr. and Mrs. Thomas M. Howe (he was a founder and first president of the Chamber of Commerce). Their home, "Greystone," built prior to the Civil War, was on the hill above. In 1911, Michael Benedum, noted oil "wildcatter," bought the property and built a new mansion. The cycling craze gave rise to many inns such as "Wheelman's Retreat" and "Cycler's Rest."

It Pays to Buy Fine Shoes at

STOEBENER'S

— Sole Agency —

Ball Bearing Bicycle Shoes.

LADIES' HIGH BICYCLE SHOES.

— Colors: black, blue, brown, dark green and tan. —

GEO. H. STOEBENER

— Sole Agency —

1111 FIFTH AVE. EAST END.

The ladies were among the most avid of cyclists, and this ingenious device permitted a praiseworthy elevation of skirts without un-ladylike display of calf



In These Elegant Years of the waning century, social and cultural life advanced. For Pittsburgh Society, resting comfortably on such names as Moorhead, Byers, Childs, Frick, Thaw, Oliver, Darlington, Scaife, Shiras, Mellon, Sproul, Magee, McLaughlin, Ellsworth, Phipps, Pitcairn, the Nineties were indeed gay and enchanting, filled with many memorable social occasions.

One was the evening of Nov. 5, 1895. Before 8 p.m., 200 carriages formed a waiting line 300 yards long on Forbes Street as the elite of the city arrived. Then (as the *Post* reported) "... a dazzling profusion of diamonds flashed amid the rich laces . . . and twinkled in points of fiery beauty against snowy necks and bosoms" of exquisitely-gowned ladies entering Carnegie Music Hall. Inside, Andrew Carnegie presented to the people of Pittsburgh the splendid new library and arts building he had erected; and W. N. Frew, first Carnegie Institute president, announced that \$200,000 had been raised to assure the city a fine symphony orchestra.

Theater was on the ascent too. Ensuing seasons brought Pittsburgher Bartley Campbell's play, *The Galley Slave*, a Broadway hit, to the Alvin; the great voice of Emma Calve to Carnegie Music Hall, and a number of other celebrated artists to the Alvin and Grand Opera House, among them Melba, Anna Held and a rising new star named Marie Dressler.



(From the files of the Pittsburgh Press)

Steamboats and coal barges often crowded the Monongahela River in 1896 when this picture was made. Meeting at the Point were, left, the covered Union Bridge (replaced in 1915 by the Manchester Bridge) and the suspension Point Bridge (built in 1876, removed in 1927). Near the bridge junction, on the Allegheny bank, were buildings of the Pittsburgh Exposition. In the fall of 1900, the 12th Annual Exposition presented such novelties as a merry-go-round, gravity railroad, cinematograph—and Col. Baker's popcorn stand. Then fire, starting in a Duquesne Way stable, destroyed all but Machinery Hall. But, rebuilt at a cost of \$600,000, the 1901 Exposition opened right on schedule. In seven weeks, 400,000 persons were drawn to Music Hall by orchestras and bands conducted by Victor Herbert, Walter Damrosch, John Philip Sousa and Arthur Pryor. The last Exposition was in 1918.



(From the Bingham collection, Carnegie Library)

Golf came to Pittsburgh in 1893 when John Moorhead, Jr., after seeing his first match in Massachusetts, laid out a 6-hole, pea can course in the Homewood Race Track. Teeing off is Sarah Fownes (Wadsworth), member of socially-prominent family of Pittsburgh golf pioneers and champions.



(From the private collection of Roy A. Hunt)

A previously-unpublished photo of Captain Alfred E. Hunt, with his son, Roy A. Hunt, in his teens. Captain Hunt died in 1899 after Spanish-American War service in Puerto Rico. His son ascended to the presidency of the Aluminum Company of America in 1928, as successor to Arthur Vining Davis.



The Turning Wheels of progress spun faster in the mid-to-late 90's. A law had to be passed barring cyclists from city parks to ease congestion. George Banker was winning bike races all through Europe. But in the next few years two wheels were being exchanged for four. And George and his brother, Arthur, inventor of a muffler, were quick to convert their bicycle shop at Center and Ellsworth into one of the city's first automobile agencies.

Soon, most people were ready to concede that the auto was not merely a "rich man's plaything." A spring storm (1901) further hastened the trend by leaving streets perilous with fallen "hot wires" which scared horses and their masters alike. This had the effect of greatly stimulating sale of Wintons, Locomobiles, De Dion Boutons and Peerless models. By 1904, it was necessary for the city to post an 8-mile-per-hour speed limit on its streets to curb autos able to do eight miles in 15 minutes.

Long-distance travelers relied, as ever, on the steamboat and, more and more, on the railroad. Those arriving at this major junction had their choice of 135 hostelries (according to the 1898 *Post Almanac & Encyclopedia*). None was better patronized than the new Hotel Henry, which offered guests such up-to-date conveniences as running water, electric lights, steam heat and telephones (in 1901) in every room.



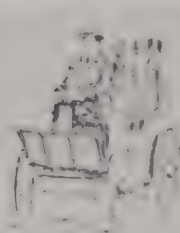
(From the collection of Robert A. Foley, Mt. Lebanon)

Before dams and locks were built to solve the problem of low water, the Monongahela Wharf, near the Point, often presented scenes like this, as steamboats and barges waited weeks for spring rains before sailing downstream. This unusual picture was dated 1896, but other evidence indicates it may have been taken as early as 1886. According to a list of names compiled by Russell M. Lintner, a river-boat expert, boats visible here probably included the: *Twilight*, *William Bonner*, *Joseph Nixon*, *Bob Connell*, *Josh Cook*, *Beaver*, *Annie Roberts*, *Hornet No. 2*, *Joseph B. Williams*, *Voyager*, *Smoky City* and possibly the *Iron Duke* and *Iron-sides* or *Iron Age*. Most either sunk or burned in later years. Note gas lamp on telephone pole in center and Point Bridge in right background.



(Courtesy of Thomas W. Stephens, Wilkinsburg)

One of the earliest horseless carriages in practical use in this area was the 1898 Winton of Dr. Will R. Stephens, widely-known Wilkinsburg physician, shown above (left) with his brother, Tom. The comment below appeared in the *Bulletin* Jan. 29, 1898. Electric, gas and steam cars were being displayed by Seely Mfg. Co. at the Automobile Theater, Baum at Beatty, East End.



It is not generally known that there exists in this city a concern engaged in the making of horseless vehicles. Yet, though such is the case, it does not follow that the horseless carriage will find general adoption in the Iron City. The latter is not "built that way." Its topography is of the rugged order and the gradients test the best powers of the hill-climbing trolley. The day may come when a self-propelled carriage may be frequently seen upon our streets, but that the noble and patient horse will ever be supplanted to any extent, by the electric motor or the gasoline engine and the rubber tired vehicle, hereabouts, is impossible. The horse will continue to reign supreme for business traffic as well as the diversions indulged in by the rider and driver. But, in cities favored with level streets and possessed of suburbs devoid of steep gradients; in the West, where a small hill is a "bluff," and a large one a mountain, and where the prairie meets the sky in a line as straight as that which limits the ocean's horizon, the horseless carriage will, to a great extent, supplant the horse for business and social purposes. There are ingenious brains and skilled hands at work perfecting the horseless carriage, and hundreds of thousands



(From 100 Views of Pittsburgh, 1898—Carnegie Library)

Balloon launchings featured the 1898 July Fourth celebration in Schenley Park, city's first of major size. The land was a gift from Mary E. Schenley, granddaughter of James O'Hara. She eloped with a British Army officer.

Peaches & Cream / of
SHELL OYSTERS RECEIVED DAILY. SERVED IN EVERY STYLE

TRY OUR 50c. SUPPERS.

MATT WEISS' CAFE,

TUESDAY, SEPT. 12, 1899.

40c REGULAR DINNER 40c

SERVED FROM 11:30 TO 2:30.

CONSISTS OF

One kind of Soup. One kind of Meat or Fish. Three kinds of Vegetables.
Coffee, Tea or Milk. Pie or Pudding.

SOUPS.

Chicken with Rice.

Consomme.

ROASTS.

Prime Beef, Pan Gravy, 25c Spring Lamb with Mint Sauce, 25c

Baked Veal Pie, Home Style, 25c

Loin of Pork with Apple Sauce, 25c Fricassee of Chicken, 30c

ENTREES.

Apple Fritters, 10c Extra.

FISH.

Baked Lake Trout, 25c

Salmon, 20c

Broiled Whitefish, 25c

Bass, 25c

VEGETABLES.

Mashed Potatoes, 5c Boiled Potatoes, 5c Browned Sweet Potatoes, 5c

Succotash, 5c

Cucumber Salad, 5c

DESSERT.

Jelly Roll. Apple or Huckleberry Pie.

HOT LUNCHEONS.

Turtle Soup, 15c

Clam Chowder, 15c

Pork and Beans, 15c

COLD LUNCHEONS.

Pigs Feet 15

Cold Roast Beef 25

Cold Roast Lamb 25

Cold Roast Veal 20

Cold Roast Chicken 35

Westphalian Sausages 35

Sheep's Tongue (2) 20

Corned Beef 20

Beef Tongue 20

Hard Boiled Eggs (1) 5

Holland Herring 15

Deviled Crabs 15

SANDWICHES.

Switzer, 15c

Limburger, 15c

French Dressing, 15c Turkey, 20c Cannibal 15c Cold Roast Beef 20c

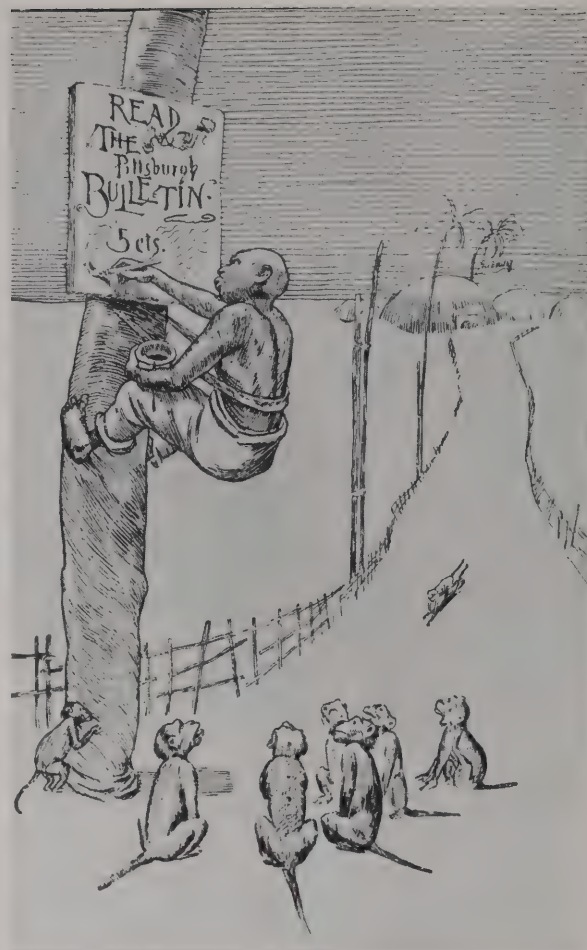
Club 35c

Caviar 20c

Sardine, 15c

FROM LEGS

LITTLE NECK CLAMS



(From a Bulletin advertisement, 1898)

Nearly everybody read *The Bulletin*, founded in 1876 by a *Telegraph* reporter, John Wesley Black. This weekly journal of high taste appears to have been the first Pittsburgh publication to make extensive reproductive use of local photographs. Years later it was merged with a rival, *The Index*.



(West Penn Hospital)

Before the auto, patients were delivered to West Penn Hospital in this type of mule-drawn ambulance. The hospital's first building, built in 1853, was on Penn Avenue, at 28th. In 1909, it sold the property to the PRR and moved to its present Friendship Avenue site, Bloomfield.



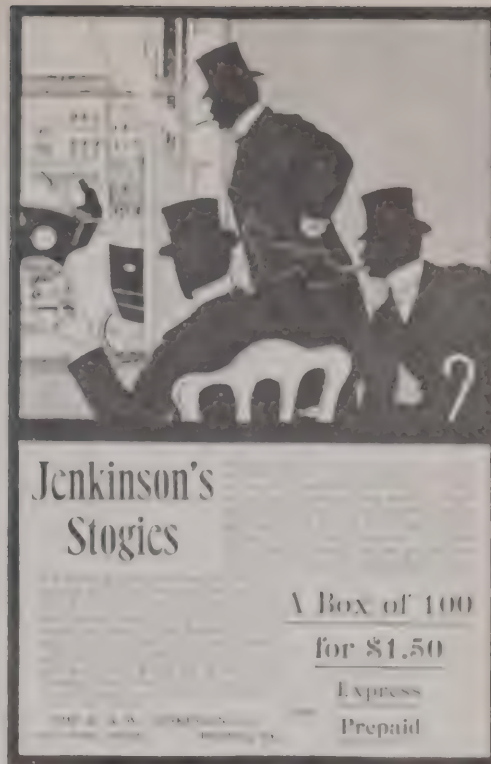
(From the Bulletin)

Thousands of persons gathered on Grant Street, in front of the Courthouse, March 30, 1898, for this military tribute to Lt. Friend W. Jenkins, of Allegheny City. He was the Pittsburgh district's only casualty in the sinking of the "Maine" a month earlier at Havana Harbor.



(Courtesy of F. Ross Allwater)

Schenley Farms in the spring of '99, from Center Avenue Hill (Pitt's upper campus after 1908). The Schenley Hotel, just opened the previous fall, is seen across the yet-unbuilt site of Soldiers & Sailors Memorial Hall. To left, the new Carnegie Institute. Nearby, a ravine that was later filled in for park plaza, the bridge across it buried in the process. In background, Schenley Park and the peaceful countryside of Squirrel Hill.



(From Clymer's Historical Scrapbook of Early Advertising, 1955)

An 1899 ad extolling one of Pittsburgh's substantial industries. By 1900, there were 127 cigar factories listed in the *City Directory*. Women and young girls comprised a big proportion of their working force.

At 1¢ and 2¢ Per Day, Pittsburghers received timely reading matter from the *Post*, *Press*, *Chronicle-Telegraph*, (*Commercial*) *Gazette*, *Times*, *Daily News*, *Democrat*, *Dispatch*, *Leader*, *Observer*. The weekly *Bulletin* had proved a real success, though some years earlier the *New York Sun* had found it "difficult to believe that a provincial and manufacturing town can support a literary journal of a character so elevated and so expensive." On the less literary side: Sirloin steak was 12¢ per pound, working girls bought flannel "waists" for 90¢ at Gusky's on Market; men's suits were \$3 to \$7.50 at the Surprise Store, on Penn; and families could get four rooms of furniture for \$181.95 at Pickering's, 10th and Penn. So it was in Pittsburgh as the 19th Century drew to a close.



(Courtesy of Titus T. Kenyon)

On the steps of their home at 114 East North Avenue, Allegheny: Mrs. Thomas Kenyon and her two sons, Elmer (right) and Titus. Her husband operated a dry goods store in Allegheny and later one of its best known vaudeville theaters.



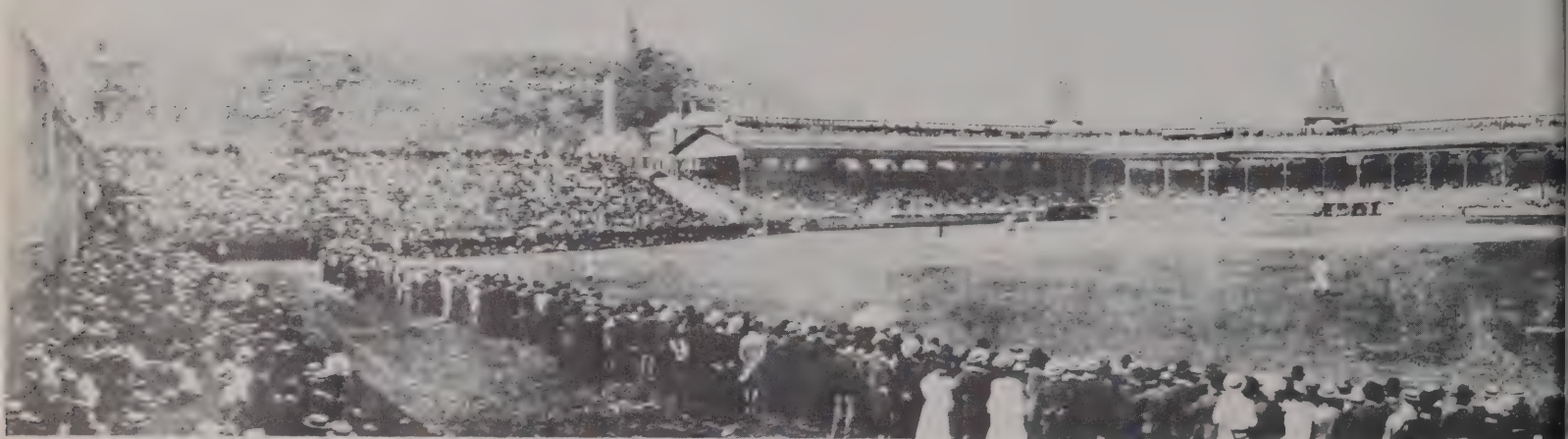
(Carnegie Library)

Last of the Pittsburgh Drays, according to the caption in an unidentified newspaper clipping. The drayman was John Kimmins, for 40 years prior to 1900 a familiar sight here with his two-wheel hauling cart. The name and location of saloon behind him are unknown.

'Act of Piracy,' it was called after Manager Ed Hanlon signed a loose infielder claimed by the American Association. Thus the Pittsburgh Pirates came into being. The year was 1891, and the Alleghenies, as they had been known, were last in the National League, but improving. In the previous season they had accomplished the distinctive feat of winning 23 games while losing 113.

The Alleghenies were organized in 1876 as the city's first professional baseball club. Five years later they were playing in the new American Association, called the "Beer and Whiskey League" because most of its six teams were backed by liquor distillers. In 1887, they joined the National League, moved from Union to Recreation Park (both in Allegheny) and brought "big league" (but not winning) baseball to Pittsburgh. In centerfield: Billy Sunday, fleet afoot, weak at bat, strong in the gospel.

Except for the 1893 season, the Pirates were low on the league totem pole until 1900. That year Barney Dreyfuss brought his club up from Louisville, merged it with Pittsburgh's and began making more than a ripple in the baseball world. In the first 14 of the 32 years of the Dreyfuss era, under Manager Fred Clarke, the Pirates won four pennants and were never out of the first division.



(From the collection of Robert A. Foley)

The 1893 second-place Pirates were one of baseball's strongest hitting clubs. Jake Stenzel (No. 17 above) batted .409; Elmer Smith (2), .366; George Van Haltren (7), .350; Pat Donovan (12), .331; Jake Beckley (6), .324. Frank Killen (8) set an all-time record for lefthanders with 35 wins, 12 losses. The catcher was Connie Mack (9), the club's manager for three seasons after succeeding Al Buckenberger (14) in '94. Louis Bierbauer (11) was the disputed player over whom the Pirates acquired their name.



(From the Bulletin)

The derby set preferred the left field bleachers at Exposition Park in May, 1901, as the Pirates embarked on a three-year reign of supremacy. In the first modern World Series, initiated by Barney Dreyfuss in 1903, they lost to Boston.



(Courtesy of Fred P. Alger)

Saturday, August 5, 1905, and 18,383 persons, greatest local crowd on record (to that date), were at Exposition Park, Allegheny, for a crucial game between the Pittsburgh Pirates and New York Giants. In the ninth inning, with the score at 5-5, the Giants lost an argument at third base and forfeited the game. But they went on to nose out the Pirates for the N. L. pennant. "Expo" Park, near Monument Hill (as seen above) was the Pirates' home ground from 1891 to June 30, 1909, when Forbes Field was opened. This picture, believed to be the first successful use here of continuous film in a circuit camera, was taken by R. W. Johnston, notable "view photographer" from 1896 on. The *Pittsburgh Index* printed and sold some 35,000 copies of it. Johnston established R. W. Johnston & Co. in 1898 and Trinity Court Studio in 1917. Among his camera contemporaries were the Jarrett Brothers

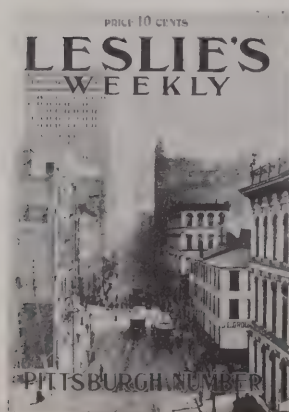


◀ In 1909, the Pirates, under Fred Clarke, won 110 league games and the World Championship. One main reason—among others named Waddell, Phillippi, Leach—was a bow-legged infielder from Carnegie: John Peter Wagner, league batting champ in eight of 12 seasons from 1900 through 1911, still undisputed as the greatest shortstop of all. Here, Honus Wagner (center) and another all-time great, Ty Cobb, of the Detroit Tigers, discuss bats during the '09 World Series at new Forbes Field. Danny Jones, of Detroit, is the player with back to camera. The Pirates won the Series.

(From the Bingaman collection, Carnegie Library)



(Library of Congress)



A busy summer day on Fifth Avenue, at Market, in the early 1900's. Straw hats, an open trolley car, a newsboy share the scene with the newly-built, 24-story Farmers Bank Building (at Wood), then tallest in the city. Left: Another view of Fifth, as seen on cover of the "Pittsburgh Number" (March 19, 1903) of *Frank Leslie's Weekly*. This issue, devoted to a "Wonderful Revolution in Building," featured the Farmers Bank and Frick Buildings. Of the latter, opened in 1902, it had this to say: "Who would even think to look for the finest office building in the world in *Pittsburg, Penn.?*" The steel frame "revolution" started here in the 90's with erection of the Carnegie and Park Buildings, the city's first "skyscrapers." By 1905, downtown Pittsburgh had a dozen structures of "skyscraper" height. "Let them multiply," cheered the *Bulletin*. "There is no sky in the world which needs scraping more than that which arches over the Iron City."



(H. J. Heinz Co.)

From a horseradish patch he planted in 1869 on his Sharpsburg farm, Henry J. Heinz built a multi-million dollar food business. At his death in 1919, he was succeeded by his sons: Howard, as president, and Clifford, vice president. He is seen about 1904 with Clifford at his 7009 Penn. Ave. mansion.



(H. J. Heinz Co.)

On April 13, 1904, the original Heinz pickle works, at 1705 Main Street, Sharpsburg, was floated down the Allegheny River to the company's Progress Street factory site in Allegheny City. Later it was moved to Henry Ford's Greenfield Village museum, where it was re-created and preserved. The founder's grandson, H. J. Heinz, II, was just 33 when he became president of company in 1941.



(From Carnegie Magazine)

The original facade of Carnegie Music Hall, as it appeared about 1900 from Forbes Street (Avenue). Behind were the connecting library and arts building. The two Venetian towers were removed a few years later when the Institute was expanded to present size, covering nearly five acres of land.

"The Delmonico's of Pittsburgh" — Atlantic Gardens, in Diamond Alley (later Kramer's). At bar (second man, in derby), the owner, George Kramer. Left, waiter Charles Fahl. Atop the bar (right) a "Tom & Jerry" dispenser. In the rear was a gaslighted, open dining courtyard complete with flowing water fountain, live frogs and a gay, floral atmosphere.

(Courtesy of Harry W. Kramer)



(Courtesy of Mrs. Lawrence Quinn)

This type of "observation car" was used for track and other inspection parties around 1900. Above, a group of railroad officials and local businessmen, apparently while touring oil and gas fields between Carnegie and McDonald.





(Courtesy of the Eichleay Corp.)

Captain Samuel S. Brown's 24-room mansion was built in 1868 on the bank of the Monongahela. In 1903, then owned by his nephew, James Ward, Jr., it stood in the way of oncoming B&O Railroad tracks. So, at a cost of \$40,000, the John Eichleay, Jr., firm elevated it 160 feet (as above) and moved it 600 feet to what now is Brown's Hill, Squirrel Hill. An estimated \$200,000 in heirlooms and art objects was lost when fire destroyed the landmark in 1913.



(From Bulletin—Carnegie Library)

"Why the opening game was not played yesterday," said the caption for this picture on April 27, 1901. In these years, Exposition Park, its grandstand spire seen in background, and nearby Allegheny residential streets, like this one, often were under water. One of Pittsburgh's most damaging floods was that in March 1907.

'Colossal Combine is to be formed at once,' the *Pittsburgh Post* reported February 7, 1901. Capitalized at \$800 million, it was to bind the Carnegie Company to eight other leading steel firms. On April 1, the United States Steel Corporation was official, with Judge Elbert H. Gary, of Federal Steel, as chairman, and the brilliant Charles Schwab as president.

Schwab had turned the key opening the age of "Big Steel." In late 1900, fearing the Carnegie-Rockefeller "great steel war" might have disastrous results, he pleaded for industrial peace and growth through consolidation. J. Pierpont Morgan, the banker, listened intently. Soon the cry in the industry was: "At any cost, buy out Carnegie." So ended the fantastic Carnegie era of steel-making. From 1875 to 1900, the company's profits totaled \$133 million. In 1900 alone, Andrew Carnegie's share was \$25 million and another \$15 million was divided among some 40 "Carnegie partners." Salesmen, clerks, shop foremen became multi-millionaires within a few short years.

The "Pittsburgh Millionaires" built mansions on New York's Park and Fifth Avenues, and came to be known on two continents, many for lavish ways of living. Once Alexander Peacock, a handkerchief salesman who had switched to steel and twice brought in orders for 65,000 tons of rail, chartered a "Peacock Special" train, which dashed from the West Coast to Chicago in a record 57 hours, 56 minutes. Steel fortunes fattened with the \$320 million Carnegie sale. Henry W. Oliver, developer of the Mesaba ore mines, was quoted: "I cleared up \$13 million in that whole Carnegie deal." Carnegie himself is said to have retired with a "pension" of \$40,000 a day.

On March 13, 1901, Carnegie announced library gifts and recalled his own famous words: "Labor, capital and business ability are the three legs of a three-legged stool . . . all being equally necessary. He who would sow discord among the three is an enemy of all." Then he sailed for "Skibo," his castle in Scotland, planning to spend his old age "not, as the Scotch say, in 'making mickle mair,' but in making good use of what has been acquired." His philanthropies were to total about \$350 million.

During these same momentous months of 1901: The death of Ethelbert Nevin, Sewickley composer of *Mighty Lak' A Rose*, was followed by that of Christopher Lyman Magee, State Senator and publisher of the *Pittsburgh Times*. Thousands paid tribute to the latter at his home, "The Maples" (now Magee Hospital). Workmen were moving St. Peter's Episcopal Church to Oakland so Henry Frick's new building could be erected on Grant Street. A business improvement project displaced 25 old-time residents of the Schenley Estate at the Point. Wilkesburg chose to create a paid fire department rather than accept a Carnegie library gift. The city's first "expressway," Grant (Bigelow) Boulevard, was completed.

That summer, William Sidney Porter moved into a second floor room at Wylie and Fullerton, did some reporting for the *Dispatch* and began writing short stories under the pen name of O. Henry. And to a fellow ex-convict, one Al Jennings, a notorious bank robber, he complainingly wrote: "The only difference between P. (Pittsburgh) and O. P. (Ohio Penitentiary, where he had served a term for embezzlement) is that they are allowed to talk at dinner here."



(Courtesy of R. W. Johnston)

The Schenley Hotel ballroom, the night of Jan. 9, 1901, was a mass of roses, carnations, ferns, palm trees. Behind a fern bank, an orchestra played. Around the table in the form of a T-rail end section, sat 89 officials of Carnegie companies, most millionaires or headed that way. Among them: Charles L. Taylor, Judge James H. Reed, Charles M. Schwab, Lawrence C. Phipps, William Singer, Alva Dinkey, Alexander Peacock, S. L. Schoonmaker, Daniel Clemson, William E. Corey, Thomas Morrison. The guest of honor, Andrew Carnegie, was detained in New York. But to "my boys" he sent fond greetings predicting the firm's "future is to eclipse its past." For this picture, R. W. Johnston used "blow lamp" flash powder that lighted up the room for five seconds, then filled it with clouds of smoke. This was a forerunner of instantaneous lighting.



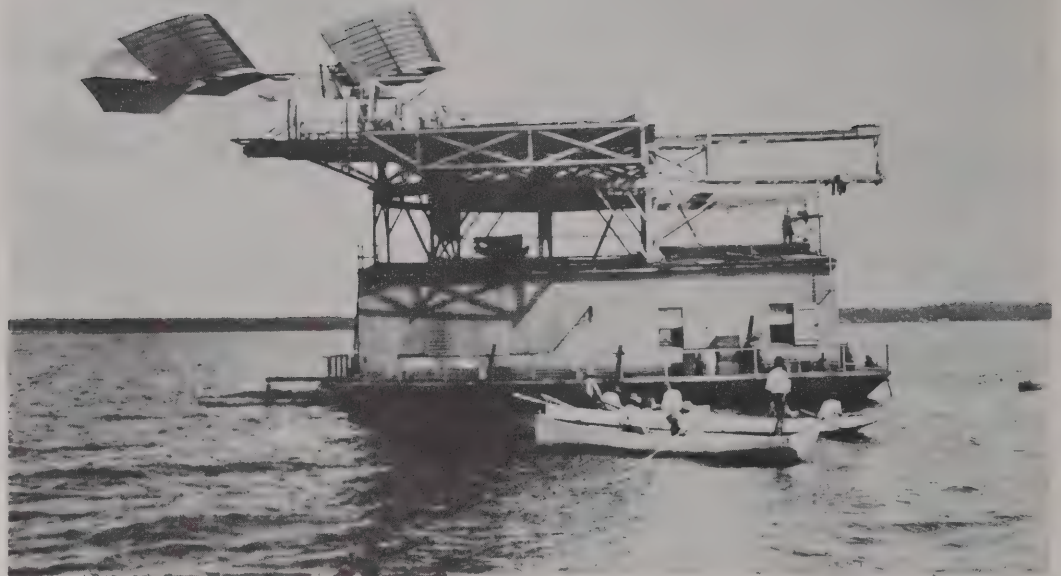
Andrew Carnegie built his one-man rule on a competitive system that rewarded the shrewdest and strongest with partnership. Henry C. Frick believed in corporate interdependence, rule by directors. This clash of philosophies led to a long feud. Under the Carnegie system, Charles Schwab had a meteoric rise: At 19, grocery clerk in Braddock; at 33, superintendent of Edgar Thomson and Homestead Works; at 39, he was the first president of United States Steel, with \$28,000,000 in par value stock and an annual salary of \$100,000.

(Photo credits: Carnegie, from Forty-First Annual Report of the Librarian, Carnegie Free Library of Allegheny, Frick (center), Carnegie Library, Schwab (right), from Ida Tarbell's *The Life of Elbert H. Gary*, 1925, D. Appleton & Company.)



(Smithsonian Institution)

Samuel Pierpont Langley invented the first "correct time" service while director of W. U.'s Allegheny Observatory. In 1887 he became secretary of the Smithsonian Institution.



(Smithsonian Institution)

Behind Allegheny Observatory, Professor Langley pioneered in aerodynamics in the 80's when he launched "mechanical birds" from his "Whirling Table." In 1896, he sent the first self-propelled heavier-than-air craft into flight. In October, 1903, he catapulted a man-carrying "aerodrome" from a houseboat (above), but it crashed in the Potomac River. At Kitty Hawk just two months later the Wright Brothers succeeded, where "Langley's Folly" had failed, by using wheels to make their historic take-off.



(Library of Congress)

Luna Park, its main entrance (above) on Grant Boulevard (Bigelow) at Craig Street, had a short but very popular life. It was built by Frederick Ingersoll and associates on the old Aspinwall Estate and opened May 25, 1905. Crowds of up to 25,000 persons nightly were attracted by top aerial acts, band concerts and a "shoot-the-shoots" into a pool of water. It closed in 1909, leaving the amusement field to other "trolley parks." Chief among these was Kennywood Park, which as early as 1900, according to its figures of that year, already was attracting a million visitors in a single season.



(From the collection of Robert A. Foley)

The Old Point—First District, First Ward—was a breeding place for politicians. These 1904 "poll watchers," outside a Penn Avenue at Third Street building being torn down for a new Duquesne freight station, include: Stephen J. Toole (4th from left), later county commissioner; Robert A. Foley (4th from right), later county assessor; and (far right) David Lawrence, rated the "best apple-packer at the Point." His nephew, David Leo Lawrence, lived on nearby Greentree Alley, played outfield for Toole's team, learned politics under Democratic Boss William J. (Billy) Brennen, and rose to mayor, then governor.



(Courtesy of Elton L. Schnellbacher)

For a week in March, 1904, Dr. Richard Strauss and his wife were guest soloists with the 69-piece Pittsburgh Symphony Orchestra. On this occasion at Carnegie Music Hall, the celebrated pianist-composer (*Don Juan, Der Rosenkavalier*) took over the podium, while the regular conductor, Victor Herbert, normally a cellist, inexplicably occupied

a bass viol chair. Organized in 1896 under Frederic Archer, the orchestra climbed to a position of foremost importance in the six years Herbert was its director. He resigned at the close of the 1904 season and was succeeded by Emil Paur, who brought the city further musical prestige until financial troubles caused the orchestra's collapse in 1910.



(Courtesy of Donald Stokes)

At 6 a.m., one day about 1905 a caravan of hardy pioneers drove west from Wilkinsburg, then north along a route roughly that of present Ohio River Boulevard. Some 17 hours and 50 miles later they arrived at Darlington, near Beaver Falls. In this photo, taken next morning outside the Darlington Inn, the small boy in front of telephone pole is Ted Stephens, who grew up to be burgess of Wilkinsburg. His father,

Dr. W. R. Stephens, at wheel of a Buick (5th from left), and 21 others formed the Wilkinsburg Auto Club in October, 1906. The Pittsburgh (AAA) club started in 1903 and that July staged an exciting race on a speedway behind Highland Park. It was reported as a big social success, with "much visiting back and forth" and "gossiping" about what the cars could do if "put to it." Best time for a mile: 1 minute, 17 seconds.



(Courtesy of Harry W. Kramer)

The bustling produce belt in the 600 block of Liberty Avenue, as seen about 1906 looking east toward the Jenkins and Empire Buildings (in background) before Rosenbaum's Store was erected. The street shows three sets of street car tracks and a jumbled "English pattern" of left-hand traffic movement.

Slavic millworkers at a Homestead boardinghouse about 1909. This is a sample of the sensitive work of Lewis W. Hine, whose interpretative photographs of the good and evil around him are among the finest social documents on record. It appeared with many other Hine pictures in the *Pittsburgh Survey*, published in 1910 by the Russell Sage Foundation. This six-volume work, the most comprehensive sociological study ever made in this country to that time, helped bring about social reforms both here and in other large cities.

(Courtesy of Eastman House, Rochester, N. Y.)





(Courtesy of Mrs. Lawrence Quinn)

The Union News Stand at the Carnegie Depot served railroad travelers and commuters with newspapers, magazines, tobacco, candy, etc., and parcel-checking service for many years. It is shown around 1911 when it was operated by Leonard McMillen, who four years later became an employe of the Allegheny County sheriff's office. The derbied man and two newsboys are unidentified. Note water pump at the left.



(Library of Congress)

The triangular Wabash Terminal, at then-narrow Ferry Street (now Stanwix) at Liberty Avenue, was a busy travel center from 1904 to 1913, the years of rise and fall of George Jay Gould's railroad empire. The \$800,000 "palace" was an office building until 1953, when it was razed for development of Gateway Center. This became the site in 1958 of the seventh new skyscraper to go up in the 25-acre commercial center.



This Easter Parade of about 1911, departing from Carnegie Music Hall after worship services, displayed the very latest in hats. To handle crowds preferring to ride, the trolley at the corner of Forbes and Bellefield pulled a trailer car. On the scene as usual, with his bulky Graphlex camera, was Frank E. Bingaman, one of the city's


(From the Bingaman collection, Carnegie Library) first news photographers. During his 43-year career, starting in 1904, he took pictures for the *Gazette-Times*, the *Chronicle-Telegraph* and its 1927 successor, the *Sun-Telegraph*. He died in 1948 at the age of 73, leaving behind what perhaps today is the largest single collection of Pittsburgh news pictures of the first quarter of this century



(Bingaman collection, Carnegie Library)

Before the era of "no turns," Christmas shopping crowds (circa 1910) on Smithfield at Fifth. The facade at right was that of Kaufmann's original Smithfield store, replaced in 1912 by a 13-story modern structure. Across Fifth, the United Cigar Store was in the old Mellon Bank building, which gave way in the 20's to the present one. Across Smithfield (left side) is the Park Building.

**ALL THINGS COME TO THOSE
WHO HUSTLE WHILE THEY WAIT**



Time for the real rapid transit. Lately Pittsburgh Subway Company has been doing. They would have to wait a while for the Pittsburgh Subway Company, whose liberal and businesslike way up to the city through the people's

Please, Mr. Councilman, Don't Be Too Long

The Pittsburgh Subway Company.

(From Bulletin adv., Dec. 29, 1906)

Even back as far as 1906, Pittsburgh had been waiting a "painfully long time" for real rapid transit. There were moves for subways then, in 1912 and again in 1932. But they all failed.



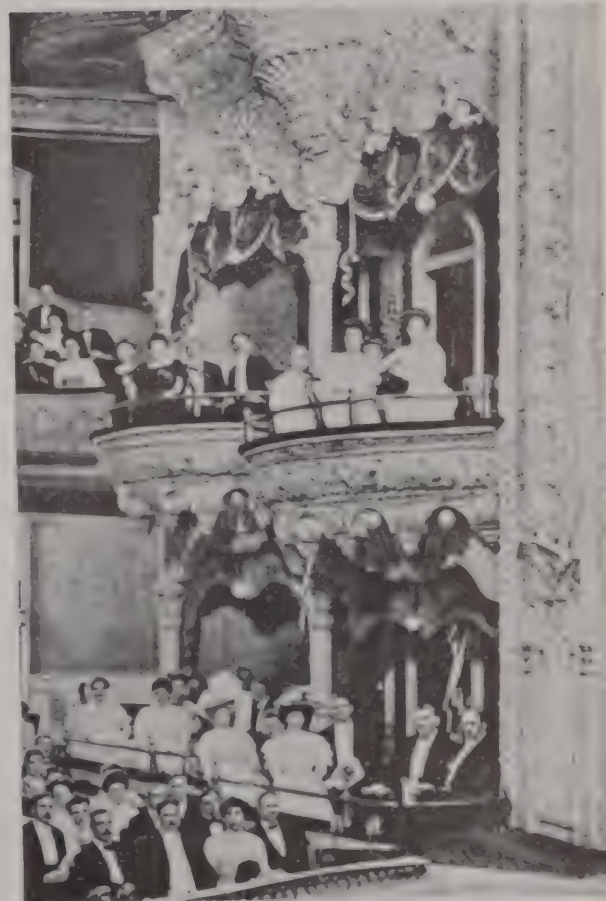
(From Souvenir of the Great Flood of 1907)

Homeward-bound commuters at Union (PRR) Station during the 1907 flood. Railroads were a major mode of local transit for some 50 years. In 1910, East Liberty alone was served by 104 trains a day and in peak hours railroads scheduled 12,323 seats out of the downtown, compared with 23,942 on street railway lines. In 1922, the peak year, 368 daily commuter trains operated in Pittsburgh district; then the auto caused a decline to only 67 by 1947.



IT. Mellon & Sons

Smithfield Street business block, between Virgin Alley (later Oliver Avenue) and Sixth Avenue, just before it was cleared in 1908-09 for erection of the 25-story Oliver Building. The fourth building from right, housing engineering firm of William E. Stieren, was the original home of the Mellon Bank. Under the first street numbering system, it was at 145 Smithfield. Oddly, that was reversed to 541 Smithfield in 1884 when the blocks were renumbered. Mellon Bank was in this small structure a short time. In 1873, it erected a four-story, "iron front" building at 512 Smithfield, in center of block occupied by the present bank.



(R. W. Johnston—Bulletin)

Box-seat set at the Alvin views benefit showing of *Pirates of Penzance*, comic opera, in June, 1908. Often seen at the theater were the actress, Faye Templeton, and her husband, William J. Patterson (co-founder in 1887 of Heyl & Patterson, engineers). They entertained royally at their Fox Chapel "country home" and town residence in Schenley Apartments.



(Carnegie Library)

Notables at Sesqui-Centennial Celebration, 1908, included: U. S. Senator Philander C. Knox (left); in center seat, Charles A. Rook, *Dispatch* publisher, and Congressman Nicholas Longworth (right); in front seat, Republican Leader James F. Burke (left) and "Tommy" Oppenheimer, later a city detective. Knox, a Pittsburgh lawyer and former U.S. attorney general, was considered that year as a possible GOP presidential candidate.



Highly-respected George W. Guthrie was co-author of the Pittsburgh-Allegheny merger bill. He was elected mayor in 1906 on a Democratic anti-corruption platform, winning over the Flinn-Leslie "ring," and served four years. In 1913, President Wilson appointed Guthrie Ambassador

(From the Bingaman collection, Carnegie Library)
to Japan, where he died four years later. He is shown as mayor about 1908 (in top silk hat) inspecting the police force, an annual Thanksgiving Day ritual for many years. That event, later discontinued, included drills and exercises. With him above is Safety Director Edward Lang.



(Carnegie Library)

The "carriage trade" theater of the day was The Nixon, as shown on a 1909 postal card. It had an auspicious opening on Dec. 7, 1903, and a nostalgic closing April 30, 1950, in which year it was razed for erection of the Alcoa Building.

A Reluctant Bride was that grand city north of the river. But the people had spoken, with votes, and on December 9, 1907, Allegheny City lost its municipal entity to the City of Pittsburgh. Allegheny residents accepted the marriage with understandable sorrow, and some bitterness, for theirs had been a proud and dynamic city. Would not the fortunes have been reversed, had the State Assembly not ruled in favor of Pittsburgh and against Allegheny, back in 1791, in choosing the site for a county seat?

While this union hastened Allegheny's decline, it increased Pittsburgh's population to 521,000, making it the sixth largest city in the United States. It had come about under a cloud of economic troubles caused by the Panic of '07. Afterwards, the exhaustive *Pittsburgh Survey*, completed in 1910, found much room for improvement in factory, living and other community conditions. But not all the colors were unhappily drab.

In 1908, a year enhanced by Sesqui-Centennial festivity, even the most critical of theater-goers could get their fill of the best in entertainment. In that spring season alone, the billboards advertised: Eva Tanguay singing *I Don't Care* and Harry Houdini in his farewell appearance, at the Grand; Maude Adams and Mrs. Leslie Carter, at the Nixon; Blanche Bates in *Girl of the Golden West*, Eddie Foy and Fola LaFollette, at the Duquesne; George M. Cohan in *45 Minutes from Broadway*, at the Alvin; Julia Marlowe, Madame Alla Nazimova and other greats of the stage.



On a 1909 visit to dedicate Memorial Fountain in Arsenal Park, President William H. Taft saw the Pirates lose to Chicago at Exposition Park (just before it was vacated). As he enjoyed Honus Wagner's double, his picture was taken by Frank Bingaman, and next day it appeared in the *Gazette-Times' Illustrated Sunday Magazine*.

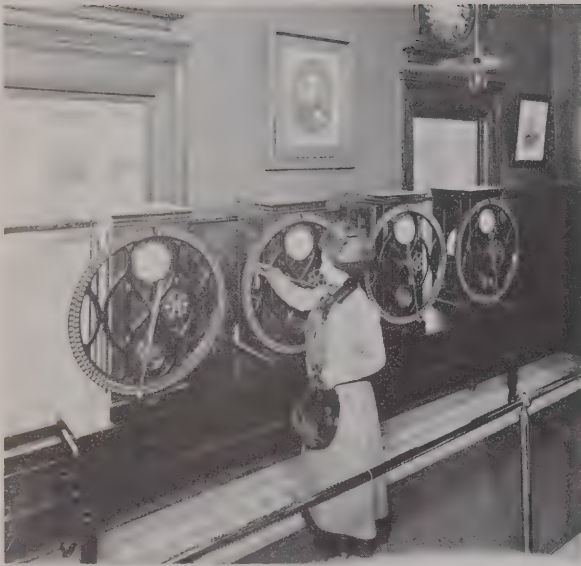
A year later, here for Carnegie Institute's Founder's Day, and another ball-game, he was greeted by a blown-up version of the same photo on a billboard near Forbes Field. At his left in the picture was Philander C. Knox, then his Secretary of State. Seated next to Knox, Arthur Twining Hadley, president of Yale University.



Grade One—Class of '14—at Sterrett School, Lang and Reynolds, East End. In second row to right, fourth desk from front, sat Marjory Stevenson, who years later became a Latin teacher in the city school system. The teacher of this class was Miss Steinert, at rear of the room. Sterrett School, built in 1899, is still in service today.



A June "Blue Book" wedding, 1909: Miss Virginia Frew, daughter of W. N. Frew, to Thruston Wright, later business, civic, Symphony leader; at "Beechwood Hall," Fifth avenue home of bride's parents. The maid-of-honor at far right is Miss Helen Clay Frick, heiress to the Frick fortune. Her residence of many years was at 7200 Penn Avenue.



(H. J. Heinz Co.)

Under a portrait of A. Lincoln, at the home of the "57 Varieties," one of hundreds such young women employed in the sanitary kitchens of the H. J. Heinz Company punches a time-clock in 1911. About this time Heinz advertisements featured "The Girl in the White Cap" as the prototype of the company's trained corps of feminine kitchen workers.



(From the Bingaman collection, Carnegie Library)

This election campaign car of 1911 displays what is believed to be the first rear tire advertisement in use here. J. Denny O'Neil, Republican power of the McKeesport area, was elected with ease. In the big fight that year, Democrat Stephen J. Toole, onetime pitcher for the Brooklyn Dodgers, was re-elected minority county commissioner in a race against two "Keystone Party" candidates. At right-hand wheel of the auto above is Harry Dippel, sports figure, restaurateur and later deputy sheriff.



A solid mass of people covered the wharf from Smithfield Street to the Point Oct. 31, 1911, for the Centennial Celebration of Steamboat Navigation on Inland Waters. Center of interest was a replica of

the first river steamboat, *New Orleans*, built here 100 years earlier by Nicholas Roosevelt, Robert Fulton and L. R. Livingstone. A dwarf among giants above, it is next to the *Virginia* (gangplank down).



Two eras overlap outside the Baltimore & Ohio Railroad Station, Smithfield at Water (Ft. Pitt Blvd.). Some of the city's earliest motorized taxicabs and two of the last of the horse-drawn hansom cabs, obviously in competition with each other,

wait for train arrivals in 1911. With city consent, the B&O Station occupied the wharf site from 1877 until 1956, when it was razed for construction of the Penn-Lincoln Parkway. A new passenger-freight station was built at the foot of Grant Street.

B&O Railroad



A band played, *Alive, Where Art Thou?* At 2:36 p.m., President Taft stepped from an auto and was escorted by Mayor W. A. Magee to the deck for a short speech. After being christened by Mrs. Alice

Roosevelt Longworth, great grandniece of Nicholas Roosevelt, the *New Orleans* led a grand marine parade. R. W. Johnston made this photo from atop a telephone pole at the foot of Wood Street.

Courtesy of R. W. Johnston



Extending left to right across this profile are the County Courthouse, Frick Building, Carnegie Building, Kaufmann's, Hotel Henry. Of the Frick Building, standing mightily above the others, *Leslie's Weekly* had said: "... centuries of sun will rise and set upon it ... because it is built for time." The vacant squares on right

side of Grant Street were among the city's first parking lots. They became the sites of the William Penn (Penn-Sheraton) Hotel, in 1916, and the Union Arcade (Trust Building), in 1917. This photo was made from the *Chronicle (Sun)-Telegraph* Building during 1912-13 excavations which reduced "The Hump" on Fifth Avenue.

The Wandering 'H' returned once and for all to Pittsburgh in 1911 after U. S. Senator George T. Oliver, publisher of the *Gazette-Times* and *Chronicle-Telegraph*, had made an appeal in its behalf. In June that year, the U. S. Geographic Board of Names, which had added confusion by spelling it "Pittsburg" in the 1894 list of postal addresses, officially restored the "h", as it had been in original charters. For the first time, Pittsburghers could be certain as to how to correctly spell the name of their city.

Also in 1911, the City replaced its prodigiously awkward Select and Common Councils with a single Council of nine members. In 1912, it motorized the fire department and undertook a most spectacular public works project—the third and last cutting of "The Hump." On completion, January 1, 1914, this left the ridge on the downtown's eastern border some 60 feet below its summit level of 1836. In the process, 36 acres of properties were affected, streets were widened and Fifth Avenue, Grant to Ross, was reduced in grade by nearly three per cent. Estimates of costs and damages ranged up to \$19 million.

For dining out and after-theater parties, no place was more popular than Bongiovanni's, at the Nixon Theater. Pittsburghers found themselves chanting a billboard slogan of a local firm: "No thanks, said Banks, I prefer Cruickshanks — Pure Apple Butter." In June, 1912, a play, titled *Hokey Pokey*, ended its successful tour here. And on the 12th, at the Hotel Schenley, its star, one Lillian Russell, of Clinton, Ia., was married in a quiet ceremony witnessed by two members of the cast, Joe Weber and Lew Fields. The groom was Alexander P. Moore, publisher of the *Pittsburgh Leader*, colorful political figure, Ambassador to Spain (later) and staunch advocate of Lillian Russell. Once, it is said, by letter he offered George Bernard Shaw a great sum of money to write the libretto for a new Russell operetta. The postal card reply was in four words: "Who is Lillian Russell?"



(From the Bingaman collection, Carnegie Library)



(Eichleay Corp.)

Fifth Avenue, from Sixth Avenue to Grant, was cut down 15 feet. Looking toward Ross Street, the County Jail is at left and the Courthouse just beyond. Similar cuts were made in the Tunnel Street vicinity. In 1913, the *Philadelphia North American* called the project "A lesson in municipal beautification as it is being practiced in the City of Smoke."



(Carnegie Institute of Technology)

On April 25, 1912, Carnegie Technical Schools, established in 1905 in Schenley Park with an Andrew Carnegie gift, officially became Carnegie Institute of Technology. The same afternoon hundreds of persons gathered on the campus for the laying of the cornerstone of a \$500,000 "School of Applied Design" (Fine Arts building). Presiding was Dr.

Arthur A. Hamerschlag, who as first president developed C. I. T. from a trade school into an outstanding institution of higher learning. A pioneer advocate of social education to balance technical studies, Dr. Hamerschlag in 1914 initiated the nation's first university-level dramatic arts program. Its "Little Theater" was to be rated among the finest.



(Courtesy of Frank Ferris)

The Pittsburgh police drilling championship was won in 1912 by a North Side squad. Here are some of its round-helmeted members. Seated, left to right: A patrolman named Reese; Charley Otterson, later detective; Lt. Hamilton (Ham) Wills, Captain John Capp, Lt. James Rogen. Among those standing: Henry Engbart (left) and (third from left) Frank Ferris, then a rookie of six months, in later years a detective and police inspector.



(Courtesy of Mrs. Cumberland W. Posey)

A striking figure of a man was Cumberland Posey, Pittsburgh boatbuilder and river captain around the turn of the century. He was one of five founders of the influential *Pittsburgh Courier* in March, 1910, and served as its second president.



(Courtesy of Mrs. Cumberland W. Posey)

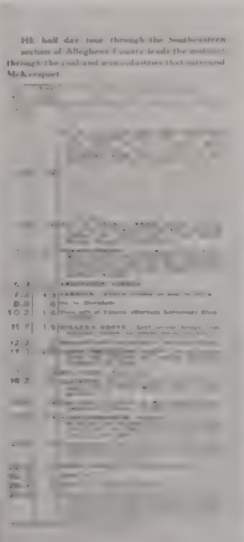
In 1910, "Cap" Posey's son, Cumberland W. Posey, organized a group of Homestead steelworkers into what was to be one of baseball's greatest clubs and gate attractions. In later years the Homestead Grays, playing at Forbes Field here and Griffith Stadium in Washington, won eight out of nine Negro National League titles. Among its stars was the mighty home-run hitter, Josh Gibson. "Cum" Posey, an outstanding athlete at Penn State and Duquesne University, is shown (third from left, center row) with his 1913 team.



(Brashear Association)

In the world of science Dr. John Alfred Brashear was known and honored for his precision instruments and lenses, which made possible many of the most important astronomical discoveries of this century. He was a moving spirit in the growth of Allegheny Observatory, University of Pittsburgh, Carnegie Tech, Carnegie Institute. In his own South Side neighborhood, he was to all "Uncle

John," a gentle, understanding man who loved children and was loved in return. His home at No. 19 Holt Street later became a community settlement house and his workshop there a small museum mainly as result of the efforts of his close friend, Mrs. John M. Phillips. He is shown about 1914 with young friends, who often gathered at his home to look through his telescope. He died in 1920.



(Gulf Oil Corp.)

By 1914, motorists could obtain from Gulf Oil free road maps and tour guides, believed to be the first issued anywhere in the United States. Above, left, the cover of a map for a weekend tour of southeastern Allegheny County. Right, part of accompanying legend.



(Gulf Oil Corp.)

A Model "T" Ford gets service at this station on Baum Boulevard, at the corner of South St. Clair Street, East End. It was opened Dec. 1, 1913, by the Gulf Oil Corporation as the first drive-in service station in the world. Previously, gas pumps were located at curbs and autos parked on city streets to be serviced. Gulf Oil, founded in 1901, pioneered in many phases of motoring.



Gay Ninety brides, all out of the *Social Register*, in a 1914 reunion picture. Seated: Mesdames G. Harton Singer, John H. Ricketson, Jr., Frank Willock, Robert Milligan, Douglas Stewart, E. M. Horne, James H. Childs, W. C. Robinson, Alexander Laughlin, Maitland Alexander, Thruston Wright, John Moorhead, Jr., H. L. Collins, Marshall Bell,

(Photo by and courtesy of R. W. Johnston)
 Hay Walker, McClane Brown. Standing: Mesdames John C. Oliver, William B. Schiller, Hughart Laughlin, B. F. Jones, Jr., W. P. Snyder, C. A. Painter, W. H. R. Hilliard, E. M. Messler, Henry G. Brown, W. N. Frew, W. L. Jones, Harmar D. Denny, Willis L. King, Henry Darlington, Clinton L. Childs. With them, some of the "grooms."



In 1915, Glenn H. (Pop) Warner came to the University of Pittsburgh from Carlisle. Over the next four years Pitt was unbeaten, while winning 28 straight games. The 1915 team, shown here with

School of Medicine in the background, is generally acknowledged as one of the nation's best of all-time. Members included: John B. (Jock) Sutherland, who followed Warner as coach in 1924, gave



On Friday night, Jan. 26, 1917, *Wife by Proxy*, starring Mabel Taliaferro, was the photoplay at the Grand Opera House; loges and boxes, 20c. By 4 a.m. Saturday, fire had destroyed the theater, nearby Frank & Seder's Store (established 10 years earlier) and McCrory's Five-&Dime. Here is how the ruins appeared next day to thousands

of spectators from the corner of Diamond (Forbes) and Smithfield, looking toward Fifth Avenue. For a time, flames had threatened both the Park Building, across Fifth, and the Harris vaudeville house (Casino), across Diamond. Soon afterward, Frank & Seder erected a new store and Harry Davis built the New Grand (later Warner).



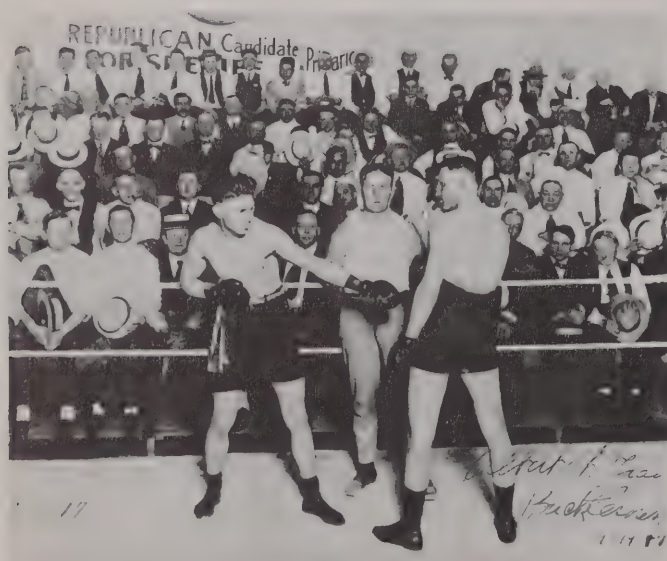
Pitt 15 years of football supremacy, later coached the Pittsburgh Steelers. Claude E. (Tiny) Thornhill, who also won fame as a coach; H. C. (Doc) Carlson, later Pitt's basketball coach for 31 years; Wil-

liam D. McClelland, who rose to prominence as a dental surgeon, Democratic leader and Allegheny County coroner. Bub Park, the center, was on Walter Camp's all-American team in 1915 and 1916.



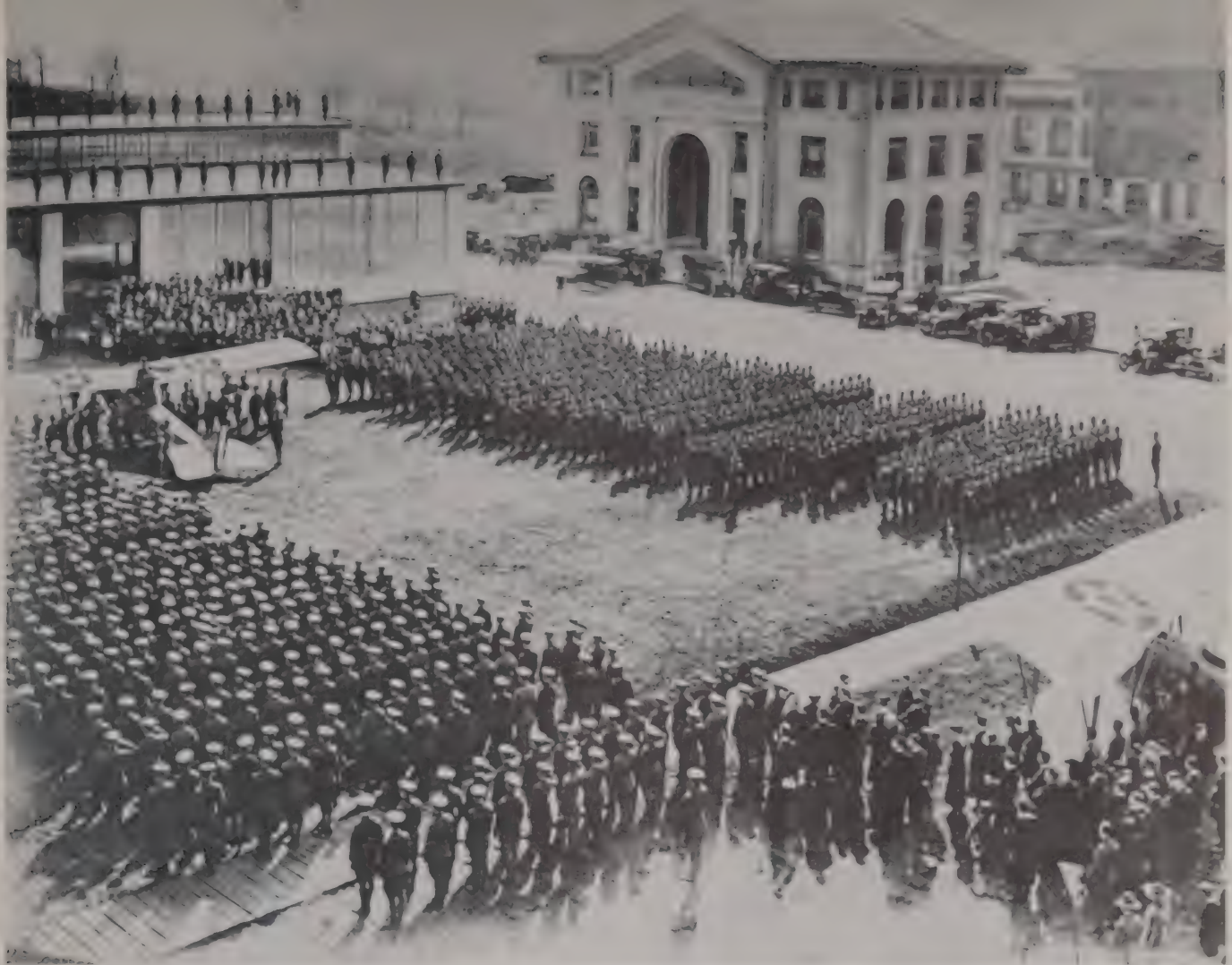
(Courtesy of William Rimmel)

In the fall of 1917, sweethearts and families assembled on the Duquesne Way Wharf, as yet unimproved, to bid sad adieu to Pittsburgh's first contingent of draftees as they entrained for Camp Lee in Petersburg, Va. In a four-day period in September, over 4,500 conscripted men of Allegheny County departed for World War service. This scene was just below the old Sixth Street Bridge and embraces the elevated railroad trestle which for a half century connected the PRR Station at 11th with freight yards at the Point. Duquesne Way underpass was opened in 1943.



(Courtesy of Fred P. Alger)

Harry Greb began fighting in 1913, won the middleweight title in 1923, lost it to Tiger Flowers in 1926 and died nine months later while undergoing eye surgery. He is shown (left) before knocking out Buck Crouse at Exposition Hall July 2, 1917. In third row, far right, was Florent Gibson, *Post* sportswriter, who in April, 1921, became the first radio sportscaster in the world with a blow-by-blow account of the Ray-Dundee fight over *KDKA* from Motor Square Garden, East End.



With 1,000 soldiers standing at attention in front of the College of Fine Arts on the Carnegie Tech campus, the Langley Aeronautical Laboratory was dedicated April 2, 1918. The speaker, Dr. John A. Brashear, a charter trustee of C. I. T., asked that it be named in

memory of his good friend and fellow scientist, Samuel P. Langley. In this structure, built in 29 days, servicemen were trained for war-time duty as airplane mechanics and riggers. After the war, it had a variety of uses, finally becoming a cafeteria known as "Skibo."



LILLIAN RUSSELL MOORE AND
CHARLES MCGOVERN, JR.
PRE-WAR DAYS - 1917

(From the collection of Charles C. McGovern)

In 1916, Troop H, First Pennsylvania Cavalry, departed for duty on the Mexican border. It was formed in 1911 by Col. Charles C. (Buck) McGovern, "Rough Rider," city detective, later county commissioner. Above, at her Point Breeze home, Lillian Russell Moore hands a soldier's kit to Charles McGovern, Jr., as his father (standing) watches approvingly.



(Courtesy of Bert Winters)

Ex-President Theodore Roosevelt, here for the 29th convention of Loyal Order of Moose, addressed a crowd of 30,000 in front of the County Courthouse July 25, 1917. Above, arriving at the William Penn Hotel for a reception, he is flanked by (left) Council President Daniel Winters (hatless); Alexander P. Moore, a Roosevelt ally in the Bull Moose Party; and (hand on hat) Mayor Joseph G. Armstrong



(Eightieth Division Association)

Johnny came marching home in June, 1919. Pittsburgh district members of a noble fighting force, the 319th and 320th Infantry Regiments of the famed Eightieth Division, parade through East Liberty after a year in France. They are seen on Penn Avenue, looking east toward Frankstown Avenue and the Liberty Theater in background.

Many Pittsburghers also saw action with the Twenty-Eighth Division. The Enright Theater, on Penn, was named for Thomas F. Enright, North Side boy who was the first American soldier killed in the war. At the Armistice, approximately 60,000 Allegheny County men had served in the armed forces; and of those 1,527 had given their lives.

Mayor E. V. Babcock Declares Holiday To Celebrate Peace

Upon receiving news of the signing of the armistice, Mayor E. V. Babcock declared today a general holiday and urged that business so far as possible be suspended.

"In particular," said the mayor, "all activities in the city are asked to cease for five minutes at 12 o'clock noon—street cars, motor vehicles, and mill machinery coming to a complete stop, every person stopping in his tracks, men with uncovered heads—and the five minutes devoted to prayer of gratitude and thanksgiving."

"I further request," said the mayor, "that the balance of the day be given up to a general, promiscuous jollification, the blowing of whistles, the ringing of bells, playing of chimes, and parades, with and without music, that will permit every citizen, young and old, big and little, to participate."

(From the Pittsburgh Post, November 11, 1918)

Jangling Jubilation awakened Pittsburgh early Monday, November 11, 1918. The rejoicing had started at 3 a.m. when a piercing whistle, at 28th Street, signalled that peace had come. Tin cans of all sorts were dragged through streets by autos, and every available dog and cat. Four days earlier Roy Howard's premature Armistice had been celebrated in quieter fashion with a "paper snowstorm." Now, on the 11th, tinny clatter was the order of the day, and this release of stored-up emotion continued through the day and night. As a parade moved down Liberty, one enthusiastic citizen orated to crowds below from a two-inch ledge atop a high electric sign at Market. Flanked by six U. S. marines and four sailors, Lillian Russell, who had been most energetic as a seller of Liberty Bonds, appeared in a patriotic "victory week" act in the Keith vaudeville bill at the Davis. "Oh," stated the *Post*, "it wasn't a solemn day at all. Even Trinity Church's chimes felt that. They played *The Long, Long Trail* and *Johnny, Get Your Gun*."

It was an eventful time. The first experiment with Daylight Savings Time, conceived by Robert Garland, Pittsburgh councilman, had just ended. In October, November and December influenza sent nearly 24,000 Pittsburghers to hospitals; more than 2,000 died. Frederick Bigger began drawing up the city's first master plan of improvements for the newly-formed Citizen Committee on a City Plan for Pittsburgh (later Pittsburgh Regional Planning Association). On December 3, Captain Norbert Carolin, of Pittsburgh, flew a *deHavilland* from Schenley Oval to Washington's Bolling Field in 95 minutes, bettering the previous record by 45 minutes. At the Davis, Jack Norworth sang a wartime ballad about a baby . . . "I call him Weather Strip—he kept me out of the draft."

Then came the first full year of peace, and with it conflict from strikes by steelworkers, coal miners, trolley operators, the latter resulting in downtown riots. And in this year of 1919, two men who, as friends and business partners, then as enemies, had greatly influenced the course of Pittsburgh industrial history, died within a few months of each other—Andrew Carnegie, at 84, on August 11, and Henry C. Frick, at 69, on December 2.



Courtesy of Mrs. Joseph Shuman

Banker Richard B. Mellon attracted children and puppies, as in this 1918 scene. Behind him is his daughter, Sarah Mellon (Scaife) and at right, his son, Richard K. Mellon. The children, left to right, are: Dorothy Sexauer (Hamilton); Anna Jane Phillips (Shuman); Mary Phillips (Lutz); Robert R. Phillips; John M. Phillips, Jr.; Margaret

Phillips (Chalfant). The picture was taken on the lawn of the Brownsville home of John M. Phillips, mining industrialist, internationally-known pioneer conservationist, one of the organizers of the Boy Scouts of America. His wife, the former Harriet T. Duff, crusaded for years in behalf of many social and humanitarian causes.



(United Press International)

With the war over, steelworkers started a new campaign to unionize the industry and reduce working hours. In September, 1919, they staged a nation-wide strike, but, as in 1892, again failed to achieve their aims. Here, a South Pittsburgh mounted policeman disperses strikers near the J&L plant at Brady Street and Second Avenue, which the *New York Times Mid-Week Pictorial* called "one of the most turbulent sections of the city." This picture became famous after being widely reprinted. During these stormy years, the Pennsylvania Constabulary (later State Police) and Coal & Iron Police (abolished in 1931) often were in action against strikers



(Courtesy of Mrs. J. B. Roessing)

To gain support for the woman's vote, Mrs. Jennie Roessing drove a "Liberty Bell" truck over rural roads of the State. She and her friend, Hannah J. Patterson, were top leaders in local and national suffragist (not suffragette) movements. Women voted for first time here in 1920.

For some years the Hill District, where once stood country homes of the wealthy, was a colorful melting pot of Jewish, Irish and Italian immigrants. From 1914 to 1924, masses of Negroes, attracted by booming industry, settled the tenements of the Lower Hill. This was Bustrick Way in 1919, near Washington Place's pushcarts and Logan Street's kosher shops, all now extinct.

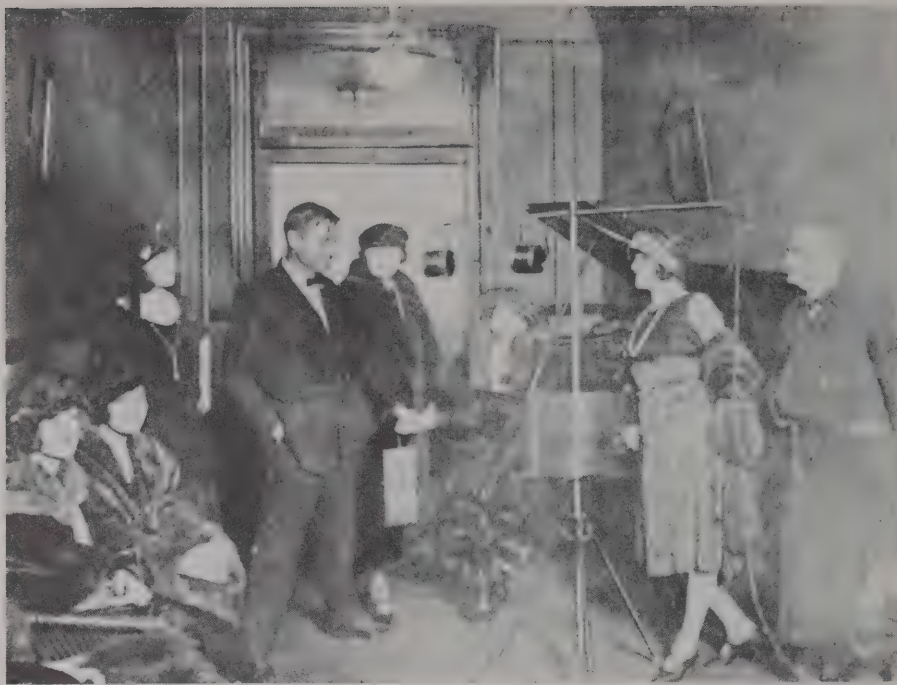
Courtesy of William Rimme





(Westinghouse Electric Corp.)

Dr. Frank Conrad, Westinghouse engineer (shown in his laboratory about 1921), began experimenting with "wireless telephone" in 1916. This led to amateur station 8XK in a garage behind his Wilkinsburg home (now Elks Club) where he beamed concerts of Victrola music. Thus *KDKA* had its birth.



(Westinghouse)

On November 2, 1920, a scattering of Pittsburghers tuned crystal sets into *KDKA*, based in East Pittsburgh, to hear returns of the Harding-Cox election, as furnished by telephone by *The Post*. That was the world's first scheduled radio broadcast. *KDKA* then developed steadily under guidance of H. P. Davis, Westinghouse vice president; was first to broadcast church services, market reports, sports events. Later in the 20's, Will Rogers and Ziegfeld Follies cast members, as seen above, made a special broadcast—using "tin can" microphones—from *KDKA*'s first downtown studio, located in *The Post* offices (Wood and Liberty).



(Eichleay Corp.)

Those Dry Twenties were scandalously wet in Pittsburgh. Out went the 10-cent beer-with-egg; in came near beer, \$16-a-quart whiskey, for "good stuff just off the boat," and tame beverages like "Bevo" and "Excelso."

Through the frantic day of June 30, 1919, liquor buyers, too busy buying to get drunk, jammed downtown streets, "Nobody," James R. George later wrote in *The Post*, "was going to be caught without his water canteen." By noon, gin was up \$1 a quart. By midnight, A. L. Caprini & Co., in Diamond Square, had sold 12,000 quarts of whiskey from cases stacked 12 feet high on the sidewalk. Next day popular emporia such as Harry Dach's, in the Diamond, and Billy Hammel's, in the Jenkins Arcade, were deserted and forlorn.

Prohibition and the Volstead Act were in. But soon whiskey was selling openly over bars at "Little Paris," "Little Harlem" and hundreds of other such "speaks." By 1926, some 10,000 stills were said to be operating in Allegheny County. In 1928, Pittsburgh had 37,759 arrests for drunkenness and 126 deaths attributed directly to alcoholism. Payoff charges swirled about the heads of the Kline regime. *The Post* conducted an "arrow campaign" pictorially pointing out places of vice. A "vigilante" committee imported the Anti-Saloon League's famed crusader, William L. King. Repeated raids were made on such notorious

◀ Hardware business continued as usual while the 8-story 5,000-ton Woodwell Building, Wood and Second, was raised 12 inches and moved 40 feet to a new foundation. Purpose: To gain space for widening Second Avenue into the Boulevard of the Allies. At left is how the project, one of 500 such moving feats by the firm of John Eichleay, Jr., looked June 17, 1921.



(Courtesy of Bert Winters)

Thousands of Pittsburgh admirers swarmed into Pitt Stadium August 3, 1927, to welcome the No. 1 hero of the day — Charles A. Lindbergh. Next to Lindy in this photo (left) is Mayor Charles Kline. Others in the reception committee included Superintendent Pete Walsh (in uniform) and Daniel Winters (second from right), president of City Council. The chic young ladies were Virginia Pierce and Lucille Munn. The 60,000-seat stadium was formally opened on September 26, 1925, with a 28 to 0 Panther grid victory over Washington and Lee.

"dens of sin" as Max Friedberg's on Baum Boulevard and the "Show Boat," a floating gambling palace docked near the Sixth Street Bridge. But these and other reform movements got nowhere. Booze-running fell under control of gangland, whose business operations hit a climax in 1932 with the execution of the notorious Volpe brothers in front of Roma's on the Hill.

And in the 20's: Pittsburghers hotly argued over a \$6,000,000 subway loop plan urged by Mayor E. V. Babcock; worried about Bigelow Boulevard landslides, which would not stop (as diagnosed by the Panama Canal's builder) "until all has come down"; became confused by the first electric traffic signals, supposed to replace the corner cop; saw the Second Avenue heart of Chinatown dislocated by construction of the Boulevard of the Allies; went to the Stanley to see "Tenderloin," the first "talkie," and to Syria Mosque for Pittsburgh's first Sunday concert, followed by arrest of nine Symphony Society leaders for violation of the 1794 "Blue Laws."

U. S. Steel stock shot up to new highs with post-war industrial growth. At least a dozen important new structures were built within the decade, including four hotels, the swank Schenley Apartments and the Grant, Koppers, Law & Finance and Clark Buildings.

At one time, the University of Pittsburgh contemplated a sprawling, flat campus on Gazzam's Hill (now Terrace Village). But instead "Frick Acres" in Oakland, a gift from the Mellons, became the site for a Gothic skyscraper, shown here during erection in the late 1920's. Originally planned by Chancellor John C. Bowman for 52 floors, the "Cathedral of Learning" stopped at 42.

Univ. of Pgh. Press



The M. C. at the Enright (East Liberty) had a "knack for crooning soft ballads through a megaphone," reported the *Post-Gazette's* Harold Cohen in June, 1929. By April, 1932, Dick Powell was bound for Hollywood and stardom.

WORLD'S SERIES SPECIAL PEACH EDITION PITTSBURGH CHRONICLE TELEGRAPH

PIRATES WIN WORLD TITLE

WASHINGTON	4	0	0	2	0	0	0	1	0	7	7	2
PITTSBURGH	0	0	3	0	1	0	2	3	9	1	5	2
Game By Innings												
BUCCOS LIFT CROWN FROM AMERICAN LEAGUE CHAMPS												

(Pittsburgh Press Club)

On October 15, 1925, Pie Traynor, Max Carey, Ki-Ki Cuyler & Co. were champions after being behind three games to one, a feat unequalled until 1958. And that by the Yankees, conquerors of the Pirates in the '27 Series.





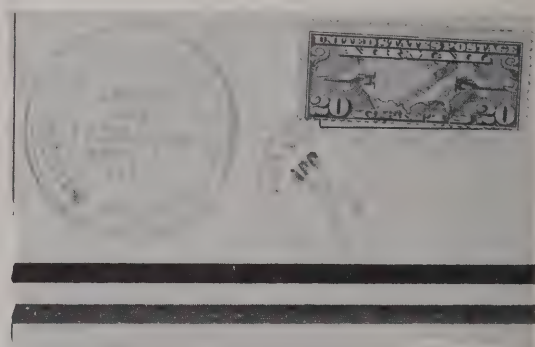
The proposed bridge and tunnel, said *The Gazette-Times* in 1912, would "open up a greater territory which is now difficult to reach." In 1924, five years' work on the \$6,000,000 Liberty Tubes was completed to provide the first direct link to the South Hills. One effect: Mt. Lebanon property values nearly quadrupled. On March 27, 1928, County

Commissioner Joseph G. Armstrong's two grandsons undid a ribbon to open the companion, \$3,400,000 Liberty Bridge. For the next 90 minutes, autos four abreast streamed across it — into the Tubes and along South Hills streets and roads lined with thousands of residents. Newspapers called it the longest automobile procession in Pittsburgh history.

(Post-Gazette)



(Courtesy of Clifford Ball)



A few minutes after 2:30 p.m., April 21, 1927, three small bi-planes landed at Bettis Field carrying the mail. One was christened *Miss Pittsburgh* by Miss Carrie Dickson. Amid the din of 2,000 auto horns, the planes, reloaded, took off for Cleveland to begin regular airmail service under a Government contract held by Clifford Ball. His line, started with a single Waco, was the first step in the evolution of Capital Air lines. Two of the pilots who flew pioneer airmail runs were (left of mail bundles) Merle Moltrup, of Beaver Falls, and Dewey Noyes (knee-length socks), killed six years later in a North Carolina crash. Above, a corner of an "aerogram" bearing the inaugural airmail postmark.



A sign on a house at 1711 Liberty read: "John Kane, House Painter." Also miner, millworker, laborer, he used lunch-hours to sketch Pittsburgh scenes around him. Nights, his bedroom was a studio, where he worked in oils, pastels and crayons. At 67, unknown, untrained, Scotch-born John Kane made his debut in the 1927 Carnegie International. Critics likened his work to that of Henry Rousseau, the French modernist. Above is a copy of his oil painting of the Bloomfield Bridge.



In his 84 years, Dr. William J. Holland was pastor of Bellefield Presbyterian Church, naturalist for U. S. Eclipse Expedition to Japan (1874), Pitt chancellor, director of Carnegie Museum (last 34); authority on natural history, world law, entomology. Here, he holds page of his butterfly book in 1929 on his 81st birthday



(National Gallery of Art, Washington, D. C.)

In 1880, Andrew William Mellon became head of T. Mellon & Sons Bank. From it he and his brother (Richard B), with combined interests in coal, steel, coke, aluminum, oil, railroads, etc., developed one of the world's great financial empires around the Mellon National Bank, incorporated in 1902. After serving 11 years as Secretary of the U. S. Treasury, he was named Ambassador to England in 1932. Following his death at 82, in 1937, estimates of his public bequests ranged up to a half billion dollars. The above is from an oil painting by Oswald Birley.



At twilight, on a rain-chilled December day in 1933, hundreds stood outside the iron gates at 6500 Fifth Avenue to pay last respects to a respected fellow Pittsburgher: Richard Beatty Mellon, 75, one of America's richest, most successful men; banker, loyal Pittsburgh citizen, active humanitarian, pioneer in city planning and constant worker for public betterment. His estate now is site of the city's Mellon Park and Pittsburgh Garden Center.



A depression village — called "Hoovervilles" by Democrats — of the early 1930's. Located between Penn and Liberty Avenues, extending from 17th Street nearly to 11th, it occupied much of what now is the site of the PRR freight terminal. Next to it was old St. Patrick's Church,

parish of the Reverend James R. Cox. From there, a jobless army of 15,000 men, under Father Cox's command, marched to Washington in January, 1932, to appeal to President Hoover for relief. On return, Father Cox declared himself "Jobless Party" candidate for president.

(Courtesy of Brady Stewart)



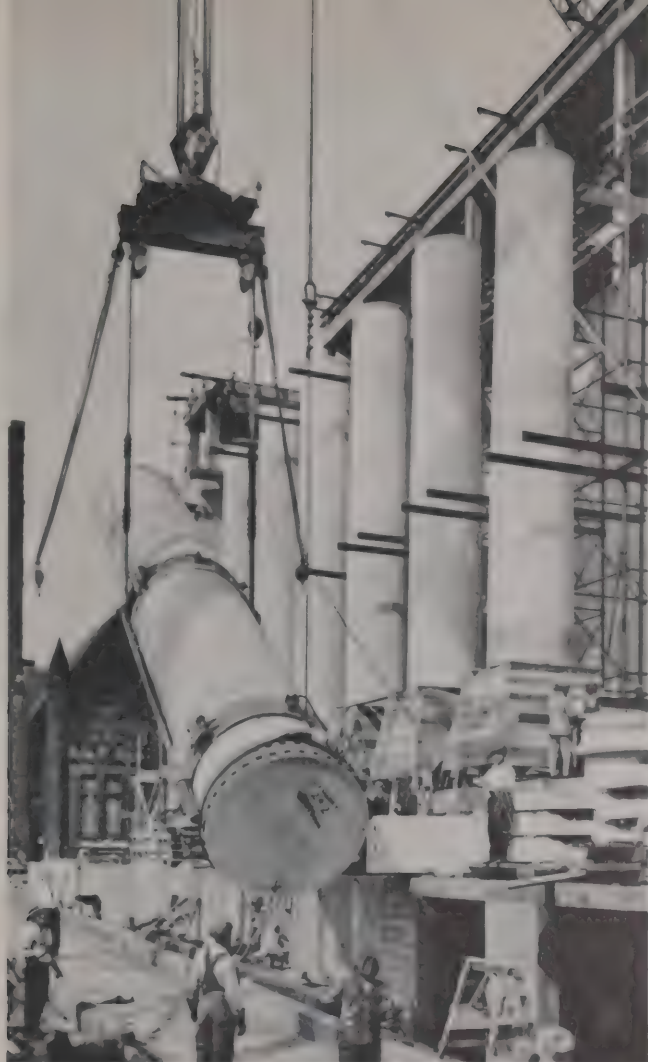
(Sun-Telegraph)

In August, 1932, Father Cox led "Blue Shirt Army" to St. Louis for its national convention. Here (right) he gives "Blue Shirt" salute at St. Patrick's Church before starting the march. With him is "Captain" W. J. Cypher, an aide.



(Post-Gazette)

A Pennsylvania contingent of 60 CCC boys (Civilian Conservation Corps) arrived at South Park in October, 1933, to set up winter camp, after having spent the summer out West. Their work during that winter included road-building, brush removal and landscaping. Meanwhile, several thousand unemployed Pittsburgh men had been put to work on various road and other public improvement projects financed by public and business contributions and a municipal bond issue.



(Mellon Institute)

A. W. and R. B. Mellon established Mellon Institute for Industrial Research in 1913. Then they supplied nearly \$10,000,000 for a new building at Fifth and Bellefield. In 1932, the first of 62 columns, each weighing 60 tons, were transported to the site and set into the Ionic architecture. On completion in 1934, thousands viewed scientific exhibits there. It was dedicated in May, 1937.

Just Around the Corner was prosperity, they said. But the unbelievable days following the Crash of '29 stretched into dismal years of free food lines, public relief works, fund-raising and benefit shows to keep thousands from starving; and of demonstrations, strikes and violence.

Butter was two pounds for 59 cents, chickens 19¢ per pound. City planners and architects came from everywhere to see Buhl Foundation's Chatham Village. Arthur Rooney's "Pirates" (Steelers) made their pro football debut. The Gulf and new Federal Buildings were built, the last of major size downtown for nearly two decades to come.

Franklin D. Roosevelt's political revolution gave Pittsburgh its first Democratic mayor (1933) since Guthrie (1906-09). There then followed nearly three years of turmoil and buffoonery emanating from the lean, lanky form of William H. McNair, who as mayor: Fired councilmen and cabinet members on sudden whims; fiddled on a theater stage while City Hall seethed; made soap-box orations on his pet topic, single-tax, and once nearly caused a street riot doing it; fought off a Democratic "ripper" bill; quit on the spur of the moment under Democratic pressure.



Professor Albert Einstein's first important speech in the United States was in December, 1934, before a Pittsburgh meeting of 400 of the nation's top scientists, including several of Nobel Prize fame. Here he tells the press about his new theory on use of the atom. Behind him (left) was Edgar J. Kaufmann, patron of the arts and sciences, pioneer in modern concepts of retail merchandising, civic leader and philanthropist.



At 12:01 a.m. April 7, 1933, hundreds of thousands of thirsty Pittsburghers began drinking in a new era of brewed conviviality. In bar-rooms everywhere, depression gloom was put to flight as legalized 3.2 beer was gulped down in great quantities. This typical scene was at Louis Americus' Oyster Bar, in the Diamond, a saloon of the brass-cuspidor, swinging-door vintage that managed to survive prohibition



(Westinghouse)

On November 8, 1936, Westinghouse announced a new experimental project which it hoped would solve "much of the mystery surrounding the structure of matter." The following year the world's first industrial atom-smasher (seen above) appeared in Forest Hills. There Dr. William E. Shoupp headed research leading to discovery of photofission, the first use of gamma rays to split uranium atoms, a major contribution toward development of atomic energy and the atom bomb.



(Courtesy of William Rimmel)

Modesty vs. Art was the issue. In 1935, after winning the "Miss America" title at Atlantic City, 19-year-old Henrietta Leaver, of McKeesport, posed in a bathing suit for Sculptor Frank Vittor. He produced the "American Venus," a faithful representation, he insisted, of the ideal standards of American womanhood. Miss Leaver protested its nudeness; Vittor refused to add a bathing suit. Finally, an imported jury of nationally-prominent artists, sculptors and architects sat in judgment and, sustaining Vittor, ruled it a "true and beautiful work of art." The public agreed. Miss Leaver later withdrew her objections and won the title of "Miss America Model of 1936."



(Post-Gazette)

John J. Kane, newspaper pressman and union leader since 1906, was elected to City Council in the 1933 Democratic sweep. He is shown taking office, next to (seated) P. J. McArdle. In 1936 Kane began an unparalleled string of six productive terms as county commissioner.



With Mayor McNair's departure from City Hall, newsmen missed his Page One antics. A "chief mourner," as this cartoon illustrates, was Cy Hungerford. His caricature comments on the news began appearing in the *Sun* in 1914, continued in the *Post-Gazette* after the 1927 newspaper mergers.



(Post-Gazette)

The male ego at the University of Pittsburgh was jarred in 1913. A student of the other sex had broken into all-masculine law classes at Frick Annex. Sara M. Soffel was named Pennsylvania's first woman judge in 1931, and then was elected to three successive, ten-year terms.



On March 18, 1936, streets in the Triangle lay under a sea of water, in some places 20 feet deep. Transportation was by rowboat or canoe. This was Fifth Avenue, at Market, looking toward the Jenkins Arcade. Just below Fifth on Liberty, only the tops of abandoned trolley cars could be seen above the water.

St. Patrick's Day, 1936, brought a bitter reminder that Pittsburgh, throughout its history, even dating back to the days when it still was Fort Pitt, had been a flood-town. Since 1854, the three rivers had risen to flood stage some 112 times. Twenty-two of the floods went over 32 feet, two over 40 feet.

On the second day, March 18, the rivers at the Point were at a record crest of 46.4 feet. In Allegheny County, more than 100,000 families were homeless. Thousands of others had no electricity, no radio, no safe water to drink. Looting and vandalism added to their fears. By March 27, the toll was 74 dead or missing and property damage was estimated at over \$200,000,000.

Despair and hopelessness reigned. But, as it had in past years, Pittsburgh rebounded behind public and civic leadership united into a fighting force. Before the waters receded, an aroused citizenry, headed by the Chamber of Commerce, was writing, wiring and telephoning demands for Federal action. A three-state contingent traveled to Washington to back up the demands. Soon thereafter, Congress authorized construction of a network of dams to protect the Ohio River Basin from floods.

These were preliminaries to ensuing events that were to lift the city out of the quicksand of hopelessness and into its "finest hour." But no one could foresee that as yet; the future had to be postponed while attention was diverted to the job of once more preparing Pittsburgh as an industrial fortress for war.



By 1941, Pittsburgh area steel mills operated at full capacity and were expanding swiftly to handle defense contracts. After Pearl Harbor, U. S. Steel cleared out a riverside residential section of Homestead (upper) and there built a \$100,000,000 addition (lower) to its Homestead Works, making it the second largest steel-producing plant in the nation on completion in July, 1943.



(Dravo Corp.)

In World War II, Pittsburgh again was a key shipbuilding center. LSTs (including the Navy's first) and other sea-going vessels by the hundreds slid into the Ohio River from the Dravo Corporation's Neville Island Yard. In one six-week period before D-Day, 15 LSTs were com-

pleted there. On Memorial Day, 1944, LST-750, totally financed by \$5,000,000 worth of extra war bonds bought by Allegheny County residents, was launched before a crowd of 25,000 persons (above). Dravo, a leader in heavy construction, was founded in 1891 by Francis R. Dravo.



(Post-Gazette)

All types of promotional campaigns were used to sell government war bonds, and Pittsburgh responded with one of the best records in the nation. In eight War Loan Drives, 1941 through 1945, the sale of "E" Bonds alone totaled \$544,000,492 in Allegheny County. On December 11, 1944, Pittsburghers in large numbers, unmindful of the snow, stopped at these booths on Oliver Avenue at Smithfield Street to obtain "free hot donuts" with purchase of war stamps.



(Post-Gazette)

President Franklin D. Roosevelt came to town October 11, 1940, to inspect the Homestead Works and Mesta Machine plant, both important producers of war armament, and to dedicate Terrace Village, then the nation's second largest public housing project. With him, as he was driven through streets lined with cheering crowds, were Mayor Cornelius D. Scully (center), a pioneer advocate of low rent housing, and Senator Joseph Guffey. The president termed Terrace Village "a monument to the vision" of local housing leaders.

Pittsburgh Post-Gazette

WAR IS OVER

Truman Announces Full Jap Surrender;
Proclamation of V-J Day to Come Later

Riotous Scenes
Follow Official
End of Fighting



YORKERS MAY QUIT ARMY BRUSH MARK
In Year: Truman Says

MacArthur to Accept
Capitulation: End
Of Fighting Ordered

Liquor and Beer Sale
Stopped in Two Cities

Hirohito Broadcasting
Japan's Capitulation

It was over. Of some 192,000 men and women in the armed forces from this county, roughly 5,800 (not many more than in the Civil War) had given their lives. Among its 4,000 industries, the Pittsburgh district had produced \$19 billion worth of munitions and war goods, and 95,000,000 tons of steel for war-time use, about one-fourth of the nation's total.



Post-Gazette

Soldiers and sailors kissed every pretty girl they saw and danced on streets littered with confetti to the sweet din of blowing whistles, tooting horns and the shooting of fire-crackers and blank cartridges. Hotel guests tossed scarce sheets and pillow cases from their windows. Outside the Hotel Henry, Dorothy Nesbitt sang gay songs from a jeep. The above scene of jubilant abandon was on Fifth Avenue.



Photo by James W. Ross, Post-Gazette

When the long-awaited news reached Pittsburgh at 7:02 p.m. August 14, 1945, downtown streets were empty. "Suddenly, wrote Reporter Ingrid Jewell, "they brimmed with the screaming, rushing exultant crowd." Fifth Avenue, as seen from the Smithfield Street corner, was a solid mass of milling humanity which disrupted auto and trolley traffic. On the Warner Theater marquee: *The Valley of Decision*, with Greer Garson and Gregory Peck, based on Marcia Davenport's best-selling novel with a Pittsburgh setting.



(J&L Steel Corp.)

Hard times, floods and four years of war had worn the luster from Pittsburgh's Golden Triangle, leaving it dull gray, wearily dejected and sinking under the weight of age and neglect. The toll was most noticeable at the Point. Here is how it looked in 1945 — an unmanageable assortment of railroad trestles, freight yards, warehouses, manu-

facturing and secondary businesses, third class taverns and rooming houses, and "skid row" streets. The old world buildings at right were those of the glamorous Exposition, vintage 1901. When that annual event ceased in 1916, the main "Expo" building became the "Winter Garden," a skating palace; later a warehouse, finally city auto pound.

The second of two fires which in March, 1946, destroyed a two-block-long, elevated freight terminal, stretching, like a great wall, along Ferry (now Stanwix) Street. The Pittsburgh & West Virginia Railroad, having acquired the property in 1917, removed the ruins and adjoining railroad trestles, clearing the way for development at Gateway Center.

(Photo by Charles C. Stueben, Post-Gazette)



"Pittsburgh Tomorrow is outlined in the hearts of the people who live and work here," spoke the Democratic candidate before the Lions Club at noon on V-J Day. The following January, David L. Lawrence, veteran of four decades in the political arena, took office as the 47th mayor, vowing "... to keep my fire centered on ... the future of Pittsburgh."

In citizen circles, there already had been some decisive thinking about that by men such as: Robert E. Doherty, educator; Edward R. Weidlein, scientist; Arthur E. Braun, banker; Wallace Richards, ex-New Deal "brain-truster"; Joseph Dilworth and Alan M. Scaife, industrialists. They and others had formed the "Allegheny County Conference on Post-War Planning" in 1943. At war's end, with full support from Colonel Richard K. Mellon, back home from three years' army service, it went into action as the Allegheny Conference on Community Development. As director, the group obtained Park H. Martin, who in the 30's had planned Allegheny County's most extensive public works program. It then turned to bank presidents and corporate heads—not just subordinates—for their talents and services. Through the new mayor, close liaison was established between Republican money and Democratic political strength.

A potent team had been built to smash through barriers of self-interest. Now Pittsburgh was ready to go to work on itself.



Liberty Avenue at Oliver, Pittsburgh — 9:20 a.m., any one of countless days. This award-winning picture was made for the *Pittsburgh Press* by George Ruark in 1946, before anti-smoke laws began clearing the skies. The city ordinance became effective October 1, 1946, for industry and one year later for 140,000 householders. Suburbs were covered by a

county-wide law adopted in 1949. The effective prohibition of smoke and smog came about largely because of the crusading in the 20's and 30's by Drs. Edward R. Weidlein and Harry B. Mellor, of Mellon Institute, and Dr. I. Hope Alexander, city health director. The first scientifically-sound law was enacted in 1941, but shelved because of the war.



In his first year in office, a rash of utility, hotel, trolley and other strikes plagued the city and Mayor Lawrence often was on a round-the-clock schedule trying to settle them. At the peak of the 27-day power shut-down in the fall of 1946, Morris Berman, *Sun-Telegraph* photographer, caught the mayor napping at his desk in a moment of utter weariness.

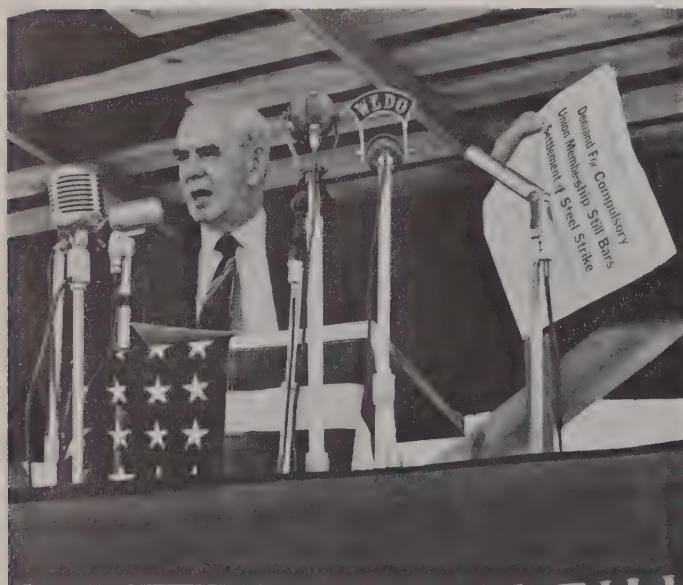


"We want Mueller," shouted 3,500 striking Duquesne Light workers waiting outside City Hall on September 25, 1946. Inside, their leader, George L. Mueller, was answering to a contempt charge on which he had been jailed for defying a court injunction. When the charge was dismissed, Mueller was given a hero's greeting by union followers.



One of the great industrial valleys of the Pittsburgh area: The Turtle Creek Valley, as seen looking toward U. S. Steel's pioneer Edgar Thomson Works. This photo was made shortly after World War II from a hill above the giant East Pittsburgh Works of the Westinghouse Electric

(Iodd Webb for Standard Oil Co. [N. J.]) Corporation. Largest in Westinghouse's vast chain of manufacturing operations since its inception in the mid-1890's, that plant had a peak employment of 28,000 persons during the war. Afterwards, postwar labor unrest silenced this and other valleys of industry for prolonged periods.



(Photo by James P. Blair)

Philip Murray, coal miner of Lanarkshire, Scotland, and Irwin, Pa., was first chairman of SWOC (later USW) in 1936. Under his leadership, the first wage contract was signed with Carnegie-Illinois, establishing a \$5-a-day minimum, 40-hour week and vacations in the steel industry. He is shown here addressing a union meeting at Duquesne during a 53-day steel strike in 1952, several months before his death.



(Clyde Hare for New York Times)

In July, 1956, a 27-day strike ended when the steel industry and United Steelworkers agreed on a three-year contract, longest no-strike pact in the union's history. This photo was taken in the William Penn (now Penn-Sheraton) Hotel, during one of the negotiation sessions between union and steel company officials. In the center, flanked by union aides, is David J. McDonald (with pipe), successor to Philip Murray as the USW president.



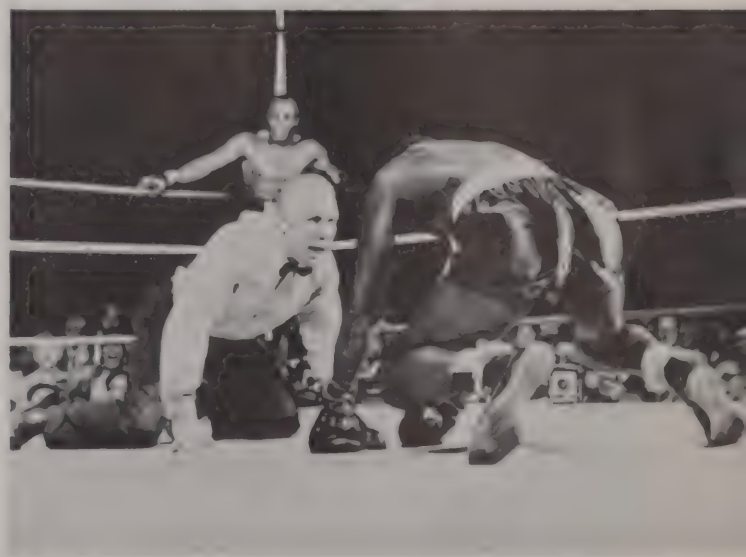
(Clyde Hare for Pitt Photo Library)

On November 25, 1950, the *Post-Gazette, Press and Sun-Telegraph* reported "snow flurries" were on the way. Next day they failed to publish. Pittsburgh was in snow up to its auto tops -- 30½ inches had fallen, heaviest in local history. Stores and schools were closed, milk and groceries all but unattainable; 5,000 stranded cars blocked trolley routes; National Guardsmen came in to patrol streets. But on Shady Avenue the No. 60-East Liberty trolley, an icicle on wheels, went through. It was December 1 before normalcy returned to the city.



Photo by George L. Bower, *Post-Gazette*

Citizens of Pittsburgh went to the polls September 9, 1947, to give the city \$21,000,000 authorization to undertake a program of public improvements. That same afternoon many others went to the Monongahela Wharf, near Smithfield Street, to see a spectacular though tragic fire. The "Island Queen," a floating pleasure boat reminiscent of sumptuous river days of the past, had exploded, killing 19 persons, injuring many.



Nearly 30,000 were at Forbes Field Wednesday night, July 18, 1951, to see Pittsburgh's first heavyweight title fight. In the seventh round, Jersey Joe Walcott, 37-year-old father of six, delivered a "crunching half hook and half upper cut." The champion, Ezzard Charles, a Cincinnati native managed by a Pittsburgher, Jake Mintz, dropped to the canvas. This national prize-winning picture was made by James G. Klingensmith, of the *Post-Gazette*.



(Chamber of Commerce)

The Lower Hill before redevelopment, as seen in 1956; a hotbed of vice, dereliction, overcrowded slums in the shadow of the city's new modernity. In the next few years 95 acres of it were cleared of some 1,300 structures, housing 8,000 persons, for a \$20,000,000 all-purpose arena and landscaped civic-sports-apartment center. In foreground is The Bigelow, first apartment house in downtown area.



(John R. Schrader—Allegheny Conference on Community Development)

Penn Avenue before Gateway Center, looking toward the Point from Stanwix Street. At 425, in the days when it was an exclusive residential street, stood John Shoenberger's mansion, repository of city's first major art collection. In 1883, it became the socially-noted Pittsburgh Club, and years later was converted to an Elks Club. In 1950-51, it fell along with 40 other buildings, including the Mayfair Hotel, Professional Building, Pittsburgh Parking Garage.



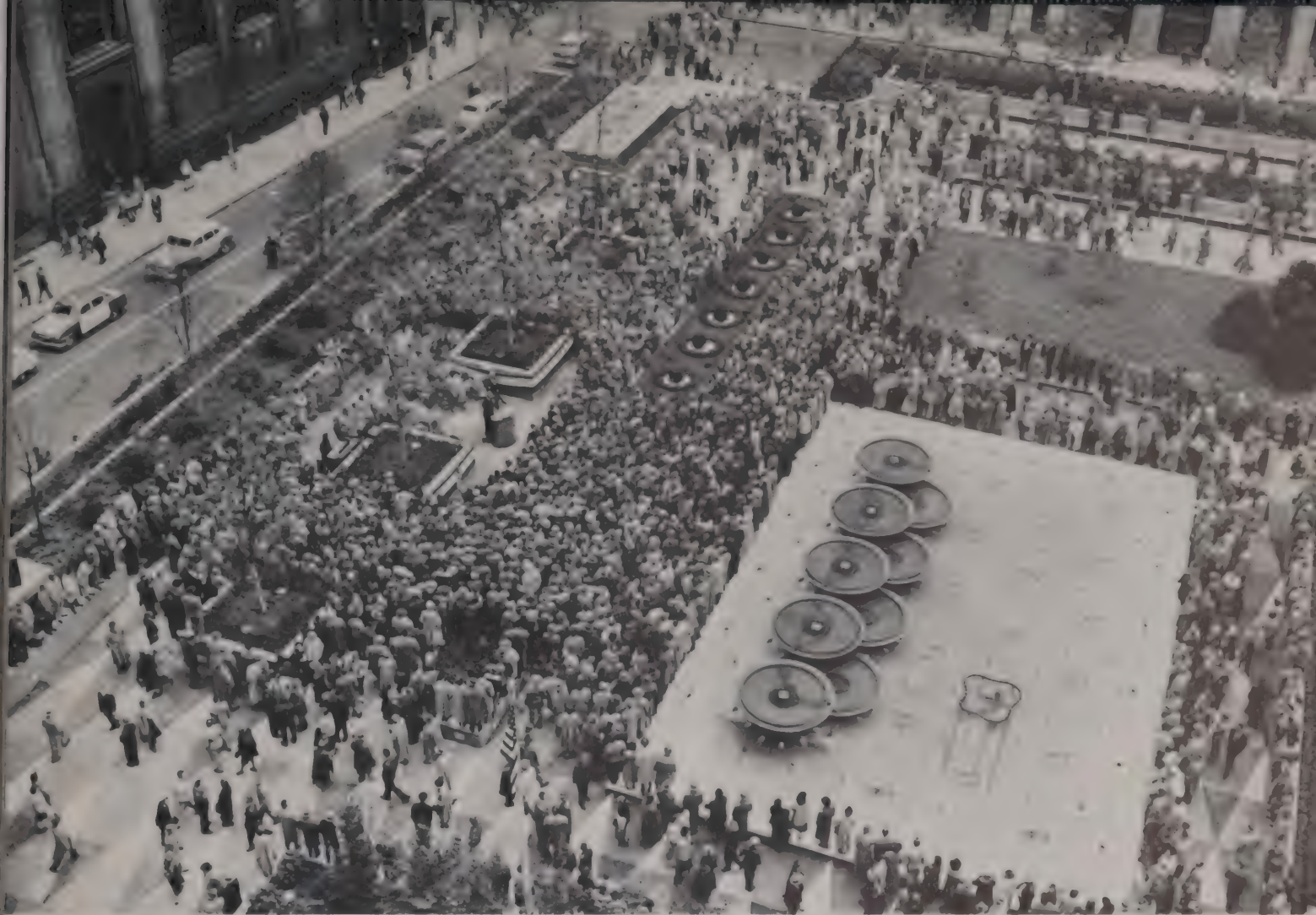
(Post-Gazette)

After many years of talk of a historical shrine to memorialize Forts Pitt and Duquesne, the Commonwealth in 1950 began clearing away 36 acres of properties, bought for \$7,500,000, for Point State Park and a central expressway junction flanked by indigenous forest. On May 18, a "headache ball," crashed into warehouse (above) after Governor James H. Duff signaled start of demolition.



(James P. Blair for Pitt Photo Library)

A popular symbol of Pittsburgh's progress: Through ruins at the Point, the camera focuses on the stainless steel of Equitable Life's Gateway Center, the city's first redevelopment project. Everywhere in 1952-54 were the shells of old buildings going down and the skeletons of new ones rising. *The Christian Science Monitor* viewed the Golden Triangle as a "ready symbol of the new city . . . stirring hope in a depressed people like the V-for-Victory sign."



(Photo by Paul Slantis Post-Gazette)

Also symbolic of Pittsburgh's rebirth: Mellon Square Park, foremost example of the force derived from a unique alliance. That between Richard K. Mellon's world of high finance and industry, and David L. Lawrence's world of government and politics. At the groundbreaking in 1953, Mellon, the Republican, tacitly endorsed Lawrence, the Democrat, for re-election. On this occasion, October 18, 1955,

some 5,000 persons congregated on the terrazzo plaza to watch the two men join in dedicating the park — made possible, together with an 890-car-underground parking garage, through a Mellon family gift. In the memory of his father, "R. B.," and his uncle, "A. W.," Richard Mellon presented it to the people of Pittsburgh; Mayor Lawrence accepted. At once the park became a favorite gathering place.

At midnight, March 1, 1952, seated around a horseshoe table in the foyer, 100 men of U. S. Steel drank a toast to the Carnegie Building, "steel headquarters" for 57 years. Wreckers then moved into the empty building. Its contents had been moved across a narrow bridge, 14 floors above Fifth Avenue, to the new, 42-story steel headquarters, built at a cost of \$34,000,000 on the site of the old Henry Hotel.



(Post-Gazette)



(Post-Gazette)

Richard King Mellon, the man who stands behind the renaissance. He began his Mellon bank career as messenger, rose to president in 1934 at 35. From his father he learned "to live where you work and work where you live." And like his father, he has kept active in planning civic, municipal and social progress.



(Photo by Clyde Hare)

A dynamic phase of the city's resurgence . . . the University of Pittsburgh's development of a first-rate health center and drive toward academic eminence. In the 1950-58 period, it expended nearly \$35,000,000 on seven major new buildings, the three largest in the health center's Oakland core (shown here); bought over \$12,000,000 worth of real estate, including

a baseball park, hotel, eight apartment houses; initiated a master plan for an integrated campus with six to eight more new buildings. Its prime sources of strength: Mellon family foundations, with over \$40,000,000 in gifts, and Alan M. Scaife, trustees' chairman until his death in 1958. Major expansions also were started by Carnegie Tech and Duquesne U.



(Photo by Benjamin Spiegel)

William Steinberg left Germany with Hitler's rise. In 1937, after helping to found the Israeli Philharmonic, he was named associate conductor of Toscanini's NBC Symphony; later conductor of the Buffalo Philharmonic. In 1952 he became the Pittsburgh Symphony Orchestra's first permanent conductor since Fritz Reiner's 10-year tenure had ended

in 1948. Under his baton, the orchestra developed into one of the world's best and a cultural force in the community, winning special plaudits for "industrial concerts," children's activities, work with local choral groups, recordings and playing of new music. Here, with Associate Conductor Karl Kritz (in background) Steinberg rehearses the orchestra.



(Esther Bubley for Pitt Photo Library)

Founded in 1897 to aid immigrants settling on the "Hill," the Irene Kaufmann Settlement was so named in 1909 when "Uncle Henry" Kaufmann provided a new building at 1835 Center Avenue in memory of his daughter. It was re-named in 1957 for Anna B. Heldman, pioneer visiting nurse. Above, a children's class in painting, one of the many diversions offered at the center.



(Clyde Hare for Pitt Photo Library)

A by-product of the spirit of renaissance: When successive days and weeks of sunshine had replaced smog, Pittsburgh residents took to gardening, fixing and, like this North Side housewife, painting up their homes as never before. The "do-it-yourself" industry thrived here.



The *Carnegie International Exhibit of Contemporary Painting* (and sculpture) is one of America's oldest art shows. It was established in 1896 by Andrew Carnegie, enlarged in 1907 with opening of the Museum and Fine Arts addition to Carnegie Institute. The 40th and 41st exhibits (1955, 1958), stressing new art, aroused widespread in-

terest and debate. Fine Arts Director Gordon B. Washburn and Assistant Leon Arkus are pictured with 1958 *Biennial International* jury. Left to right: Raoul Uba, Arkus, Lionello Venturi, James J. Sweeney, Washburn, Marcel Duchamp, Mary Gallery. In first month, about 30 per cent of the exhibited works, seen by 70,000 persons, were sold.



(Photo by Paul Slantis, Post-Gazette)

The eyes of parents the world over were on Jonas E. Salk. From his University of Pittsburgh laboratory had come a serum to combat infantile paralysis. Dr. Salk personally gave first inoculations to 137 youngsters at Arsenal School Feb. 23, 1954. On April 25, 1955, mass immunization started. In December, 1958, the U. S. Public Health Service reported the Salk vaccine had saved more than 35,000 Americans from death or invalidism. Here, in 1955 at John Morrow School, Dr. Salk conducts first tests to learn natural immunity to polio.



(Clyde Hare for Pitt Photo Library)

"... whereas in other cities blessed with an environment of hills the homes of the wealthiest class were established in the highest sections, here the reverse is the case," observed a Pittsburgh editor in 1899. The "poorer class" had taken to the hills, for that was where the cheapest residential sites were to be found. Today the prevalent hills of Pittsburgh

complicate housing problems because they are more costly to build on at a time when the greatest need is for lower-cost dwellings. Yet, while seeming to cry out for an adaptable architecture all their own, they are the most interesting places to live. Above, typifying the vertical, compressed quality of Pittsburgh housing, is Troy Hill's southern slope.

The First 200 Years passed in review as Pittsburgh, on Thanksgiving Day, 1958, entered into its Bicentennial Year. Now the specter of floods and smoke was gone; the downward trend in property values dramatically reversed; the "Golden Triangle" more than one-third rebuilt.

In 13 years, the public and private investment in "New Pittsburgh" (including its 128 immediate suburbs) had been enormous: As much as three billion dollars, according to varying estimates, in buildings, highways and streets, industrial plant expansion and modernization, health facilities and sanitation, new houses and apartments, parks, recreation, churches.

And in a "jet age" airport, which in five years had stimulated airline travel from 1,436,958 to 2,183,472 passengers annually. And in the new atomic energy industry, and growing number of laboratories for industrial and medical research, winning worldwide prestige for Pittsburgh.

The "Pittsburgh Story" of progress-through-cooperation was uniquely Pittsburgh, and people of cities everywhere came to know it as such through magazines, newspapers and scores of their own visiting delegations.

But, for all its accomplishments, the Pittsburgh of 1959 was not unlike every other metropolis in the United States. Inevitably, it too was caught up in the social revolution erupting from a swelling, shifting, more enlightened, highly-motorized population, with an insatiable appetite to be satisfied.

Pittsburgh now was a city within a city, the latter a disjointed, uncoordinated circle of exploding suburban municipalities holding two-thirds of the 1,700,000 persons soon to be living within Allegheny County's borders.

Now Pittsburgh's mayor of 13 years was governor of Pennsylvania and the balance of power and responsibility was swinging over to the county commissioners. In some matters of community interest—health, libraries, regional planning, renewal of old mill towns, mass transit, parks—the county government already was attuning itself away from its ruralism of the past to the urban requirements of the present.

Ahead were critical years of planning and working to develop: New kinds of neighborhoods, clean, cheerful, without blight and fences of restriction; a sturdier economy with a far broader industrial base; a speedy, dependable means of transporting people; new opportunities for education, culture and relaxation; new ideas in housing, motoring, shopping and inter-community living. These were the waiting frontiers.

*Now we are all explorers, and exploring
for a vision of our life, what is a city?
Pittsburghers, what is Pittsburgh? It is the total
of the relationship of us who live
in Pittsburgh: is nothing else, now and forever.*

—Haniel Long, *Pittsburgh Memoranda*



A scene worth preserving: Looking through the Harvard-Yale-Princeton Club's venerable courtyard from William Penn Place toward the artistic stained-glass window of the German Evangelical Protestant Church (Smithfield Congregational). The spire, erected in the 20's, was one of the first uses of aluminum ornamental castings. At left, the 30-story Alcoa Building (1953), world's first all-aluminum enclosed skyscraper.



IN CLOSING . . .

The pictures and illustrations in this book were chosen from several thousand items examined. Final selection was made—with great deliberation and, in some cases, misgiving—on the basis of eye appeal, fidelity to the times represented, human and historical interest. Library, museum, newspaper and other shelves and archives were thoroughly explored and hundreds of individuals contacted in the search for documents.

Many of these, though excellent in quality and subject matter, had to be rejected for technical and other reasons, perhaps some in error. For these omissions, deepest apologies, with thanks, are extended to all who took time and trouble to produce material. As for that published, wherever possible the name of the creator and/or source is given in the accompanying caption or credit line, in gratitude for and recognition of their work.

In addition, numerous persons assisted cheerfully, even enthusiastically, in untold ways. Among the many, we are grateful to the following for their patience, encouragement and help:

Miss Prudence B. Trimble, the kind and gentle librarian of the Historical Society of Western Pennsylvania, and editor of its very fine quarterly magazine; Robert D. Christie, the Society's articulate director; Miss Rose Demorest, a most admired historian who until her recent retirement watched for many years over the Pennsylvania Room of Carnegie Library, and her accommodating assistants, Miss H. Dorothy English, Miss Maria Zina, Ronald S. Cohn.

Mrs. Agnes L. Starrett, director of the University of Pittsburgh Press, an invaluable source of information; Miss Ingrid Jewell, Mrs. Frieda Madigan, John Thomas, William Rimmel, Mrs. Margaret Donley and others of the *Post-Gazette* staff; Gordon B. Washburn, Leon Arkus and Graham Netting, of Carnegie Institute; Mrs. Maxine Schoyer, a relentless sleuth; Robert A. Hanna, of the City Fire Bureau; Frank Bolden, of the *Pittsburgh Courier*; Clyde Hare, Mrs. M. V. Bothwell; and a long list of public relations specialists of various companies, colleges, institutions and other types of organizations and agencies.

And to: Stanton Belfour, director of Pittsburgh Foundation; Joseph Shuman, city editor of the *Post-Gazette*, and O. C. Jochumsen, vice president of Herbeck & Held, for historical, editorial and production guidance; John Foote, of Westinghouse, for his expert aid in copying material and making prints; Emery Bacon, educational director of the United Steelworkers of America, for his basic support and confidence. And, above all, to William Block, the publisher of the *Post-Gazette*, for making it all possible.

Postscript: In certain areas of time, even recent ones, a surprising and puzzling scarcity of visual matter was encountered. Much of that wanted and not found no doubt has been lost to floods, fires and age. Much more has gone into the trash can because of indifference. It is suspected, however, that, with years of continuing detective work, a treasure of new documentary material might be uncovered from family albums, old trunks, basements and attics. One earnest hope is that some day this community will round up the pictorial past of Pittsburgh — that includes the present — and see that it is properly preserved for future generations.

Roy Stryker

Mel Seidenberg

◀ The Road Ahead is paved with prospects of ever-tightening cords of traffic congestion. In 1947, Allegheny County had 247,000 autos; in 1958 over 500,000, or one car for every three residents. This is a morning view of the Brady Street Interchange on the Penn-Lincoln Parkway, designed for 1950 traffic and inadequate for 1959's motoring demands. A half billion dollars worth of projected new highways and streets, including expressways to connect with the Federal Interstate System, will relieve the problem, but not solve it.

(Photo by Clyde Hare)



Jack Merhaut for Westinghouse

Light from atoms. In December 1957, the world's first full-scale atomic power plant for civilian use, built by Pittsburgh industry, began producing electricity from nearby Shippingport. This picture was taken from Point Bridge as its successor, Fort Pitt Bridge, was in early stages of construction. The Hilton Hotel was yet to rise in Gateway Center.

Aside from files of the *Post-Gazette*, *Western Pennsylvania Historical Magazine*, *Carnegie Magazine* and other publications, of today and yesterday, text and caption material was drawn from a wide range of books, articles and papers. Among many consulted and recommended for authoritative reading

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A PITTSBURGH ALBUM

1758-1958



